



NORTH BAYSHORE

Framework Plan and Bonus FAR Requalification Request

November 30, 2018

TABLE OF CONTENTS

1 BACKGROUND + CONTEXT 1

1.1 DOCUMENT GUIDE2

1.2 LOCATION AND TERMINOLOGY4

1.3 NORTH BAYSHORE CONTEXT6

2 COMPLETE NEIGHBORHOODS 9

2.1 SHOREBIRD 18

2.2 JOAQUIN 26

3 IMPLEMENTING NBPP PRINCIPLES 35

3.1 HABITAT PROTECTION 38

3.2 NEIGHBORHOOD DESIGN 48

3.3 MOBILITY 62

3.4 INNOVATION + SUSTAINABILITY 72

3.5 OVERVIEW OF ENHANCED COMMUNITY BENEFITS 76

APPENDIX 83

A. CHECKLIST OF QUALIFYING CRITERIA..... 84

B. PROJECT COMPARISON OF BONUS FAR COMMITMENTS 85

C. MIXED USE BONUS FAR TIER SUMMARY 90

D. PHASING 92

E. PRELIMINARY SHOREBIRD TRIP CAP ASSESSMENT 95

FIGURES AND TABLES

1 BACKGROUND + CONTEXT 1

Figure 1.1: Framework Plan's Relationship to NBPP Neighborhoods	4
Figure 1.2: Framework Plan's Complete Neighborhoods	4
Figure 1.3: North Bayshore Context.....	5
Figure 1.4: Transforming North Bayshore from a Place for Cars to a Place for People.....	6
Figure 1.5: Surface Parking at North Bayshore	7
Figure 1.6: Natural and Ecological Assets of North Bayshore	7
Figure 1.7: Residential, Arts, Culture, and Small Businesses in North Bayshore	7

2 COMPLETE NEIGHBORHOODS 9

Figure 2.1: Illustrative View of Wild Gardens at Shorebird.....	10
Figure 2.2: Illustrative Diagram of Complete Neighborhood Elements.....	12
Figure 2.3: Two Complete Neighborhoods Concept Plan	13
Figure 2.4: Key Plan of Framework Site by Land Ownership	14
Table 2.1: Framework Plan Development Program Overview	15
Table 2.2: Framework Plan Development Program Detail	16
Figure 2.5: Shorebird Concept	18
Figure 2.6: Spectrum of Experiences at Shorebird	19
Figure 2.7: Public Spaces and Connectivity at Shorebird.....	20
Figure 2.8: Examples of Flexible Neighborhood Parks	21

Figure 2.9: Examples of Streets and Passages	21
Figure 2.10: Ecological Areas.....	21
Figure 2.11: Illustrative Ground Floor Uses at Shorebird	22
Figure 2.12: Example of Retail and Active Uses	23
Figure 2.13: Examples of Flexible Office Ground Floor.....	23
Figure 2.14: Examples of Neighborhood-Serving Retail and Services	23
Figure 2.15: Illustrative Site Plan.....	24
Figure 2.16: Examples of Residential Architectural Variety.....	25
Figure 2.17: Examples of Office Architectural Approach	25
Figure 2.18: Example of Urban Ecology Center	25
Figure 2.19: Joaquin Public Realm Design Concept.....	26
Figure 2.20: Illustrative View of Shoreline Commons	27
Figure 2.21: Public Space and Connectivity at Joaquin.....	28
Figure 2.22: Examples of Green Connections	29
Figure 2.23: Shoreline Square Character	29
Figure 2.24: Examples of Neighborhood Parks.....	29
Figure 2.25: Illustrative Ground Floor Uses at Joaquin.....	30
Figure 2.26: Examples of Retail and Active Uses.....	31
Figure 2.27: Illustrative Joaquin Neighborhood Site Plan	32
Figure 2.28: Examples of Retail and Entertainment Uses.....	33
Figure 2.29: Examples of Office Architecture	33
Figure 2.30: Examples of Residential Architecture	33

3 IMPLEMENTING NBPP PRINCIPLES 35

Figure 3.1: North Bayshore Precise Plan	36
Figure 3.2: NBPP Vision Categories and Principles	37
Figure 3.3: Preliminary Stakeholder Input	38
Figure 3.3: Concept Plan of Open Space Network (Existing and Proposed Parks)	40
Figure 3.4: Existing Open Spaces at North Bayshore	41
Figure 3.5: Range of Open Space Programs.....	41
Figure 3.6: Illustrative Plan of Publicly Accessible Open Spaces at Shorebird	42
Figure 3.7: Illustrative Dimensions of Social Spine Entry	43
Figure 3.8: Illustrative Dimensions of Shorebird Square.....	43
Figure 3.9: Illustrative Dimensions of Greenway Park	43
Figure 3.10: Illustrative Dimensions of Eco Gem	43
Figure 3.11: Illustrative Dimensions of Wild Gardens and Wild Play.....	43
Figure 3.12: Conceptual Plan of Connected Habitat Areas within Shorebird	44
Figure 3.13: Eco Gem Program and Design.....	45
Figure 3.14: Illustrative View of the Wild Gardens and Existing Egret Rookery	46
Figure 3.15: Illustrative View of the Eco Gem from an Outdoor Deck at the North Bayshore Urban Ecology Center	47
Figure 3.16: Preliminary Stakeholder Input.....	48
Figure 3.17: Distinct Active Hearts at Shorebird and Shoreline Commons ..	50

Figure 3.18: Examples of Shoreline Commons Entertainment Heart.....51

Figure 3.19: Examples of Shorebird Neighborhood Heart51

Figure 3.20: Distinct Land Use Areas.....52

Figure 3.21: Elementary School Site and Connectivity53

Figure 3.22: Illustrative View of Residential Buildings
along Joaquin Walk.....54

Figure 3.23: Examples of Human-Scaled Architectural Treatment.....55

Figure 3.24: Examples of Pavilions and Structures55

Figure 3.25: Illustrative View of Shoreline Commons Entertainment Heart 56

Figure 3.26: Examples of Retail, Entertainment, and Arts Uses57

Figure 3.27: Santa Clara County Area Median Income Categories.....58

Figure 3.28: Shorebird Affordable Housing Locations.....59

Figure 3.29: Illustrative View of Ground Floor Uses within Shorebird60

Figure 3.30: Examples of Small Businesses and Community Amenities61

Figure 3.31: Preliminary Stakeholder Input.....62

Figure 3.32: Overview of Enhanced District Connectivity
at North Bayshore.....64

Figure 3.33: Example Strategies to Create a Multi-Modal Network.....65

Figure 3.34: Concept Diagram of Density and Walkability
Adjacent to Transit Nodes.....66

Figure 3.35: Examples of Active Mobility and Transit Access67

Figure 3.36: Illustrative Plan of Bicycle and Pedestrian
Network, and Transit Nodes68

Figure 3.37: Examples of Active Mobility Elements69

Figure 3.38: Block Structure Transformation; (top left) Existing Block
Structure; (bottom left) NBPP Required Block Structure; (right)
Project Proposed Block Structure70

Figure 3.39: Examples of Human-Scaled Building Treatment71

Figure 3.40: Preliminary Stakeholder Input.....72

Figure 3.41: Examples of Sustainable Design Strategies74

Figure 3.42: Illustrative View of the Eco Gem and Expanded Charleston
Retention Basin Area.....75

Table 3.1: Summary of Enhanced Community Benefits77

APPENDIX 83

Table A.1: Qualifying Criteria Reference84

Table B.1: Development Program Comparison.....85

Table B.2: Community Benefits Comparison86

Table C.1: Mixed-Use FAR Tier Commitment Summary90

Table C.2: Non-Residential FAR Tier Commitment Summary91

Figure D.1: City Priority Transportation Improvements92

Figure D.2: Conceptual Framework Plan Phasing Strategy93

Figure D.3: Framework Plan Preliminary Phasing Timeline94

PROJECT APPLICANT

GOOGLE

DEVELOPMENT ADVISOR

LENDLEASE

DESIGN + CONSULTANT TEAM

SITELAB URBAN STUDIO: Urban Design

WEST8: Landscape Design

BIG: Office Architecture

SHERWOOD: Civil + Infrastructure

H.T. HARVEY & ASSOCIATES: Ecology

SAN FRANCISCO ESTUARY INSTITUTE (SFEI): Ecology

ARUP: Transportation + Sustainability

NELSON NYGAARD: Transportation

FEHR & PEERS: Transportation

SERA + IPD: Parking Studies

ALLEN MATKINS: Land Use + Entitlements

EPS + GRIGGS RESOURCE GROUP: Fiscal Impact Analysis

KEITH ORLESKY: Design + Development Consulting

Cover Image © Shae Rocco

INTRODUCTION

We are committed to seeing Mountain View’s vision for Complete Neighborhoods in North Bayshore come to life. In order to help deliver on this vision, we’ve mapped out a framework that comprehensively addresses the City’s North Bayshore Precise Plan guiding principles, and provides the tools for their long-term implementation.

Taking the Precise Plan’s principles to heart, we have designed first and foremost for people — for neighborhoods, for community, and for day-to-day experiences. We’ve also designed for nature — for usable open spaces, for restored habitat areas, and for people to connect and share in these expanded natural areas.

The Framework Plan presented here responds to the City’s desire to transform North Bayshore from a place dominated by surface parking and suburban office park into vibrant and compelling places, or what the Precise Plan calls Complete Neighborhoods. Because we own most of the property in Shorebird and Joaquin, two of the three neighborhoods identified in the Precise Plan, and are prepared to redevelop them in concert with the aims of the Plan, they are the focus of our Framework Plan. Together they encompass two-thirds of the “Complete Neighborhood Area” targeted for housing by the Precise Plan. Our Framework Plan will enable the delivery of thousands of new homes (of which 20% will be affordable), 38 acres of new nature areas and open spaces, and two vibrant neighborhood “hearts.” One will be a high-energy, regional entertainment center in Joaquin at Shoreline Commons, the gateway to North Bayshore; a second, more intimate neighborhood center will be located in Shorebird. Both of these hearts are key to this vision. Together, they will include a variety of rich social experiences for residents, workers and visitors that will make them vibrant places to live, and cherished additions to Mountain View at large.

In Shorebird, we have an opportunity to immediately begin transforming North Bayshore into a place for people and nature to thrive together.

Shorebird would deliver 2,400 to 2,600 homes, approximately 21 acres of neighborhood parks and natural open spaces, and a pedestrian-oriented, creative neighborhood center. Shorebird would also complement existing and proposed residential neighborhoods in the adjacent Pear neighborhood by bringing a critical mass of residents next door, and by providing much-needed everyday retail goods and services.

In order to build the Shorebird Complete Neighborhood, this Framework Plan and Bonus FAR¹ Requalification Request is seeking the reallocation of 1.175 million square feet of Bonus FAR office use from the 1.451 million square feet that the City originally allocated to Shoreline Commons in 2015. This Request for requalification of Bonus FAR office space does not ask for any net new office use beyond what the City has already allocated.

This requalification of Bonus FAR would provide the economic foundation for the transformation of Shorebird and Joaquin, enabling us to quickly move forward with the design and construction of thousands of new homes and the delivery of a robust set of Enhanced Community Benefits, as defined in the Precise Plan, including a commitment to 20% affordable housing throughout the district.

The City and residents of Mountain View took the first step by establishing a bold vision to bring housing to North Bayshore, and to do so with attention to being inclusive, diverse and environmentally sustainable. The Framework Plan as proposed, would require a collective effort by the City, as well as other land owners, to implement the vision at a district scale. We are convinced that this vision is achievable, and we want to continue to partner with the City and community to deliver on the promise of making the Framework Plan, and its first Complete Neighborhood at Shorebird, a reality.

¹FAR stands for “floor area ratio,” a common zoning metric used for measuring total building area (as a ratio against the size of the building’s parcel). In this context, “Bonus FAR” refers to the bonus allotment of office use held by the City of Mountain View for distribution in North Bayshore.



1

BACKGROUND + CONTEXT

1.1 DOCUMENT GUIDE	2
1.2 LOCATION AND TERMINOLOGY	4
1.3 NORTH BAYSHORE CONTEXT	6

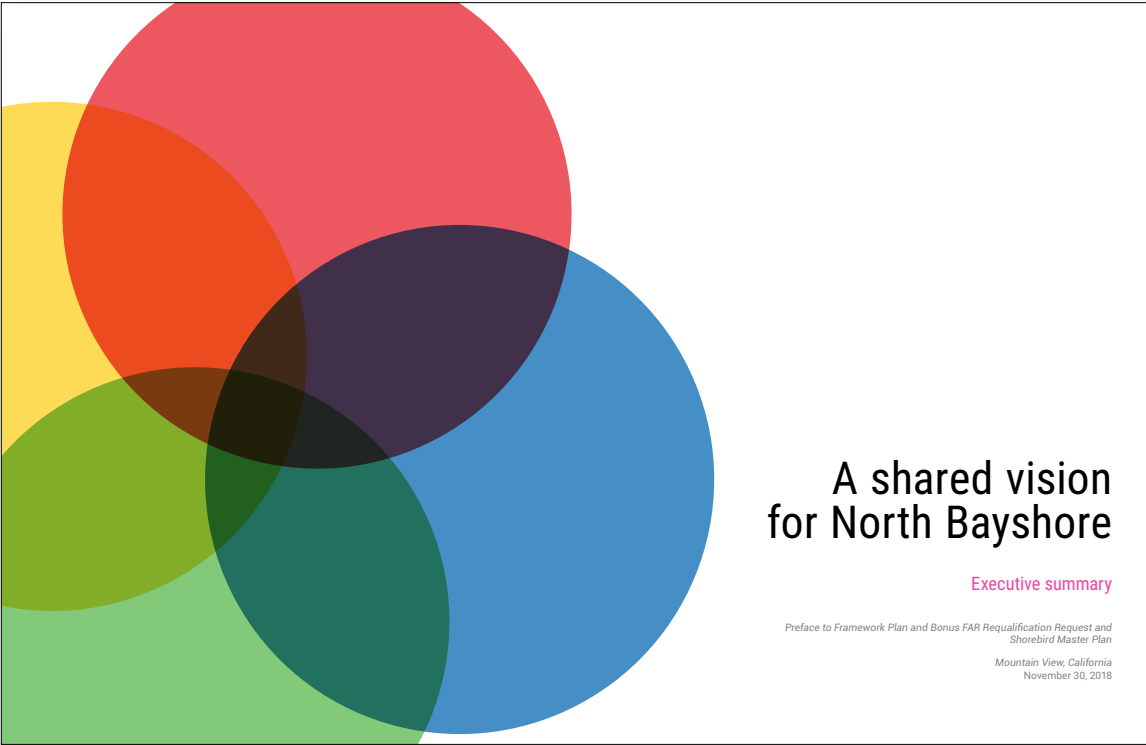


1.1 DOCUMENT GUIDE

RELATIONSHIP TO OTHER DOCUMENTS

This Framework Plan and Bonus FAR Requalification Request (“Plan and Request”) describes a path forward on implementing the Precise Plan’s vision. The following pages list the principles of the Precise Plan, paired with commitments we are making in urban design, program, and community benefits. Each commitment we make through this Plan and Request either delivers on a Precise Plan target or goes beyond it. Altogether, this package of comprehensive Enhanced Community Benefits represents a significant level of investment that we are prepared to make in North Bayshore.

This Framework Plan and Bonus FAR Requalification Request accompanies three additional documents. To describe the proposal and fulfill the application criteria set forth by the City of Mountain View:



EXECUTIVE SUMMARY

This Executive Summary provides an overview of the design concepts in our Framework Plan for North Bayshore and Shorebird Master Plan. It also describes how the fundamental commitments of our Framework Plan and Bonus FAR Requalification Request can help bring to life the City’s and community’s vision of transforming North Bayshore.



FRAMEWORK PLAN AND BONUS FAR REQUALIFICATION REQUEST

This Plan and Request describes both a vision and our proposed commitments for North Bayshore. Using the rubric of the North Bayshore Precise Plan’s guiding principles, this Plan and Request outlines a comprehensive, solutions-based approach to the design, programming, and Enhanced Community Benefits offering that would be delivered with the Bonus FAR requalification.



SHOREBIRD MASTER PLAN

As required in the Precise Plan for the development of Complete Neighborhoods such as Shorebird, this document describes the design concept, land use and program, open space and habitat strategy, buildings and massing, circulation and mobility, infrastructure and sustainability, and phasing for the 66-acre site. Shorebird represents our proposed first phase of implementing the Framework Plan. A Planned Community Permit (PCP) application would follow this submittal next year, and would contain more detailed architectural designs for the first phase of new homes and office buildings in Shorebird.



SHOREBIRD TRANSPORTATION DEMAND MANAGEMENT (TDM) PLAN

The Shorebird TDM Plan sets forth strategies for both office and residential uses within the Shorebird Complete Neighborhood to discourage private auto use. In concert with the Shorebird Master Plan's emphasis on walking and bicycling, the TDM Plan includes shuttle programs, parking management, carpool programs, and transit incentive programs.

1.2 LOCATION AND TERMINOLOGY

NORTH BAYSHORE PRECISE PLAN¹

This document and related documents reference the vision, guiding principles, and planning controls set by the “North Bayshore Precise Plan” (“Precise Plan” or “NBPP”) for the North Bayshore district. The NBPP was originally adopted by the City of Mountain View in 2014. In December of 2017, the City updated and adopted the NBPP to allow for and to target the creation of 9,850 homes.

COMPLETE NEIGHBORHOODS

The NBPP looks to transform the central area of the North Bayshore district that surrounds Shoreline Boulevard by proposing three Complete Neighborhoods that permit residential uses as shown in Figure 1.1. Of the three neighborhoods—Pear, Shorebird, and Joaquin—this document focuses on two: Shorebird and Joaquin, where Google can assist the City in implementing the Precise Plan’s vision for Complete Neighborhoods through its majority land ownership in those neighborhoods.

FRAMEWORK SITE AND PLAN

Shown in Figure 1.2, the “Framework Site” describes an area covering approximately 128 acres in the heart of North Bayshore. It is roughly consistent with, and slightly larger than, the Shorebird and Joaquin neighborhoods as defined in the Precise Plan. An additional parcel within the Pear neighborhood, 1601 N. Shoreline Boulevard, is Google-owned and planned for early delivery of housing, in close proximity to the Shorebird Master Plan.

The “Framework Plan” describes a comprehensive approach to the redevelopment of the land within the Framework Site.

SHOREBIRD SITE AND MASTER PLAN

“Shorebird” and the “Shorebird Master Plan” respectively describe the 66.3-acre area (Figure 1.2) and Google’s Master Plan proposal for the Shorebird neighborhood. Shorebird is located east of Shoreline Boulevard, north of Space Park Way, and southeast of the Charleston Retention Basin.

JOAQUIN SITE AND PLAN

The “Joaquin Site” and “Joaquin Plan” describe the approximately 60-acre area (Figure 1.2) and proposal respectively, bounded by US-101 to the south, Shoreline Boulevard to the east, Charleston Road to the north, and Huff Avenue to the west. For this proposal, Joaquin is discussed as two areas: Shoreline Commons and Joaquin North.

- **JOAQUIN NORTH:** The area owned by Google within the Joaquin neighborhood, north of Plymouth, excluding the northeast quadrant of the Joaquin neighborhood boundary as defined by the Precise Plan.
- **SHORELINE COMMONS:** Identified in the NBPP as the highest density “Gateway Character Area,” Shoreline Commons refers to the area south of Plymouth that is currently controlled by two property owners, Google and another property

owner. The Framework Plan presents a cohesive vision for the area, while respecting property boundaries and assuming proportional responsibility for the delivery of district housing targets and community benefits. See Figure 2.4 for property ownership within Shoreline Commons.

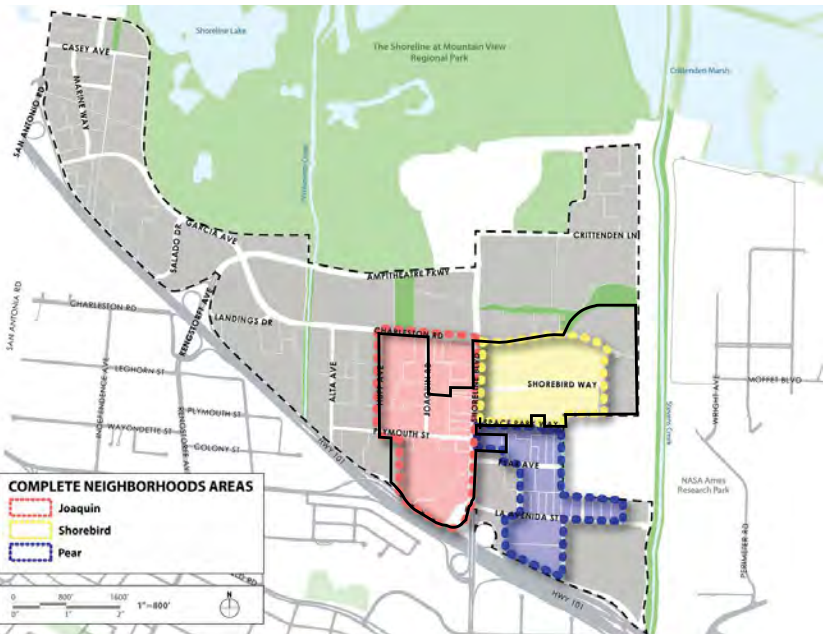


Figure 1.1: Framework Plan’s Relationship to NBPP Neighborhoods

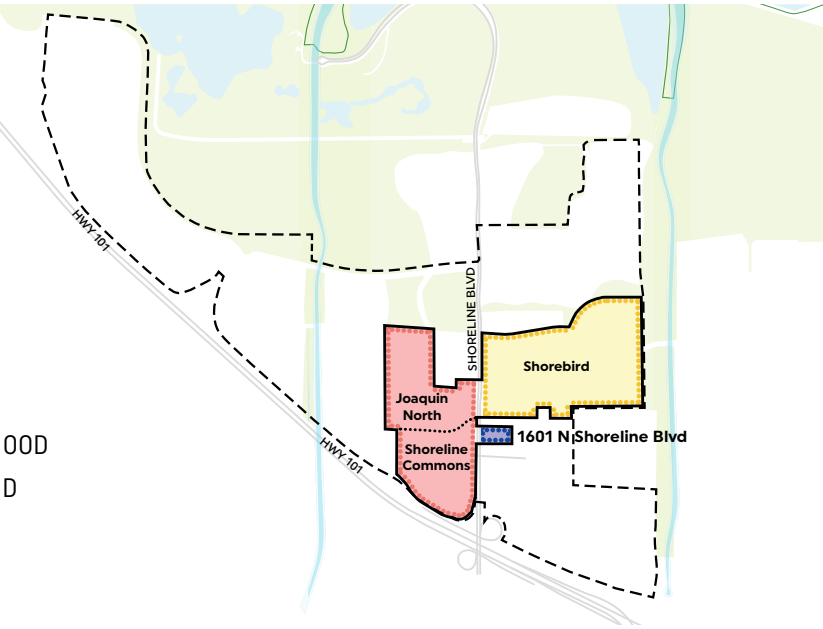


Figure 1.2: Framework Plan’s Complete Neighborhoods

¹ <https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=15050>

DOCUMENT NOTES

- **FIGURES:** All figures in this document are provided for illustrative purposes only. The conceptual renderings used throughout the Shorebird Master Plan, and other supporting documents, do not represent actual architectural designs for specific residential or office buildings. They are provided to give a general impression of the building's scale and massing relative to the public open spaces they help to frame and activate through their ground floor uses and how buildings meet the street and open spaces.
- **MEASUREMENT:** Unless otherwise noted, all area measurements throughout this document indicate gross square feet (GSF) rounded to nearest 10,000, except for office use which is rounded to the nearest 1,000.
- **RESIDENTIAL UNITS:** Total units shown are indicative and are subject to further refinement in proposed Master Plans and Planned Community Permits.
- **TRANSPORTATION:** New streets have been given names, inspired by the local context, as placeholders to be used during the planning process.
The transportation improvements shown in this document are illustrative of the Priority Transportation Improvements envisioned in the NBPP. The necessity for these improvements will be further confirmed by the North Bayshore circulation analysis that the City is embarking on in 2019. The Shorebird Master Plan supports these projects as identified in Section 3.5.



Figure 1.3: North Bayshore Context

BACKGROUND + CONTEXT

1.3 NORTH BAYSHORE CONTEXT

FROM OFFICE PARK TO COMPLETE NEIGHBORHOOD

Over the last 50 years, Mountain View’s last rural neighborhood, North Bayshore, has developed into a successful office park, distinguished by its now mature landscape and its proximity to Shoreline Park and the Bay. However, the experience of North Bayshore today is fragmented: a majority of the land is covered by asphalt and dedicated to cars, and most buildings are privately oriented and set back from the street, limiting the range of social experiences available to the public. A limited and congested road network largely serves vehicular traffic, rather than pedestrians and cyclists.

The City’s vision, as laid out in the Precise Plan, transcends this outmoded office park paradigm with a vision for active street life: walkable neighborhoods, active community and retail spaces, and parks and public spaces. This is an extraordinary opportunity to transform North Bayshore while building upon and expanding its hidden gems: its extensive habitat and native landscapes, its local businesses and cultural institutions, its system of trails connecting to the Bay Trail, Permanente Creek and Stevens Creek Trails, and the district’s initial implementation of the Green Loop. It is also an opportunity to create a connection to existing nearby neighborhoods like the one at Santiago Villa. The opportunity for North Bayshore goes beyond its borders, to creating better connections for all modes to and from Mountain View and the Bay, with a new bicycle bridge over US-101, increased shuttles to Caltrain and downtown Castro Street, and expanded trails and infrastructure.

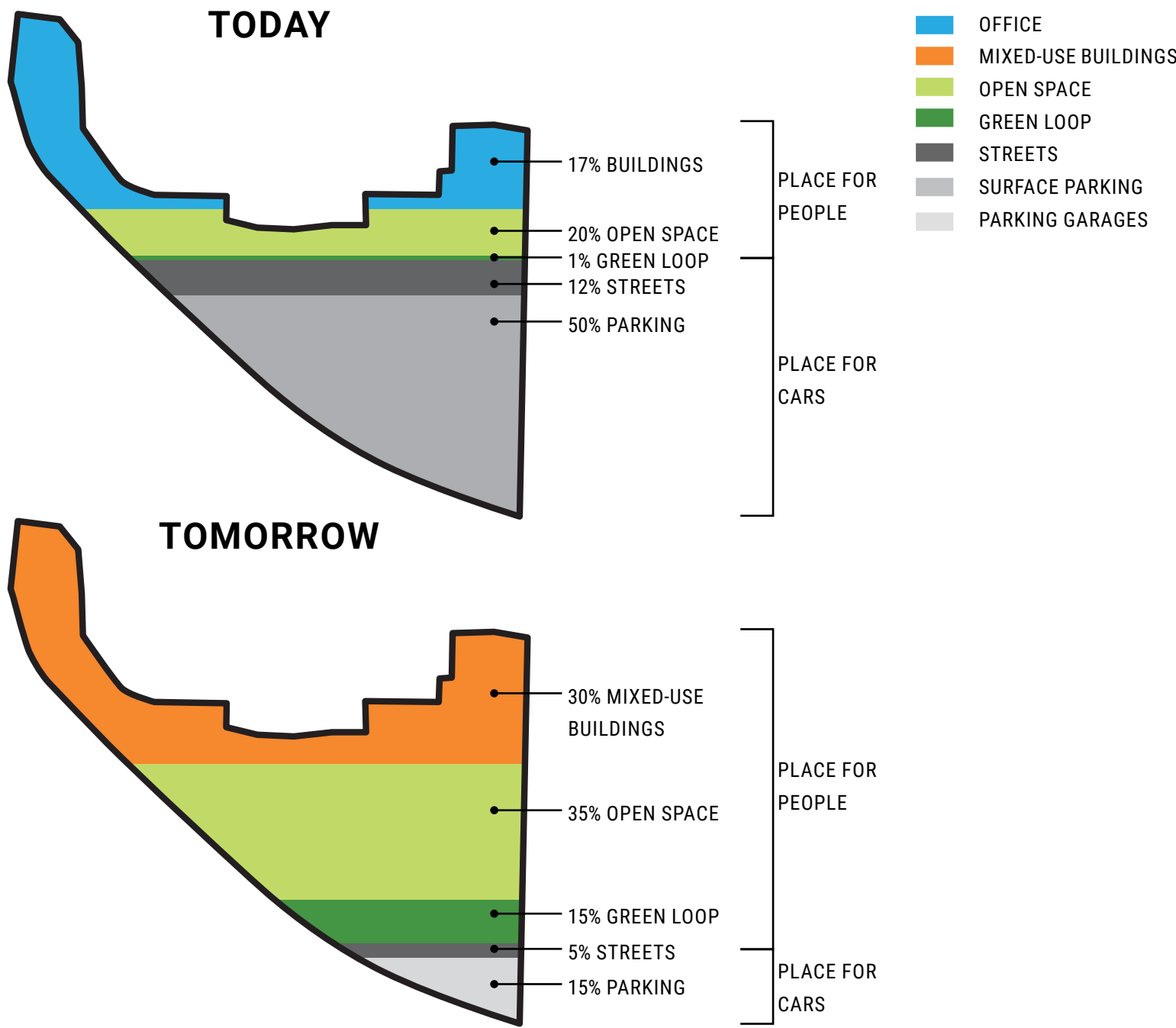


Figure 1.4: Transforming North Bayshore from a Place for Cars to a Place for People



© SITELAB urban studio



© Shae Rocco



© SITELAB urban studio



© SITELAB urban studio



© HT Harvey



© Shae Rocco



© SITELAB urban studio



© HT Harvey

Figure 1.5: Surface Parking at North Bayshore

Figure 1.6: Natural and Ecological Assets of North Bayshore

Figure 1.7: Residential, Arts, Culture, and Small Businesses in North Bayshore



2

COMPLETE NEIGHBORHOODS

2.1 SHOREBIRD	18
2.2 JOAQUIN	26



OVERVIEW OF FRAMEWORK PLAN + COMPLETE NEIGHBORHOODS

The Framework Plan prioritizes the public experience—the network of pedestrian parks and plazas, habitat, retail and events, and seamless connectivity—that will transform North Bayshore into a great place for residents, visitors and workers in Mountain View. The comprehensive vision focuses on the Framework Site, divided into unique, complementary Complete Neighborhoods, with shared district-scale strategic elements.

NATURE + URBANISM

Urbanism and ecology are typically understood as separate, often competing, interests. What if they were not? The Framework Plan seeks to embrace the concept of creating an ecology of place as a guiding principle. Linking the natural and social systems of the site to its past, present

and future will distinguish life here from anywhere else, and provide the experience of authenticity so often missing from contemporary development.

The native ecosystems provide a design driver for urban place-making and infrastructure and the same sensitivity is brought to the integration of retail, arts, community and entrepreneurial opportunities. This approach of “ecological urbanism” suggests that some places can and should have it both ways – bringing people to nature and nature to urbanism. Each, nature and urbanism, has a place in the Framework Plan where it is expressed most intensely, while neither exists without a thread of the other.

To achieve this, the Framework Plan creates a spectrum of experiences as nature and neighborhood provide opportunities for each other. Well-sited and well-crafted density, with attention to human scale, will create much needed housing and office space, on less land area to the west, making way for more open space and expansive areas of nature and protected habitat to the east. Residents and employees will be drawn not only to enjoy them but also to be their stewards. With native landscape threading throughout, the neighborhoods will be rooted to the native landscapes and ecology of North Bayshore.



Figure 2.1: Illustrative View of Wild Gardens at Shorebird

A HOLISTIC VISION

The Framework Plan reconceives the existing, largely disconnected office campuses of the Precise Plan areas of Shorebird and Joaquin as new Complete Neighborhoods, each connected to its surroundings and each with a unique identity drawn from its context. The Framework Plan connects to Pear, the third complete neighborhood of the Precise Plan, as well as nearby Santiago Villa, through bicycle paths, new street connections, and improved streetscapes. The open spaces, retail, and neighborhood services provided within Shorebird and Joaquin are envisioned to create seamless opportunities and connections for the district as a whole.



1. A NETWORK OF HABITAT AND OPEN SPACE

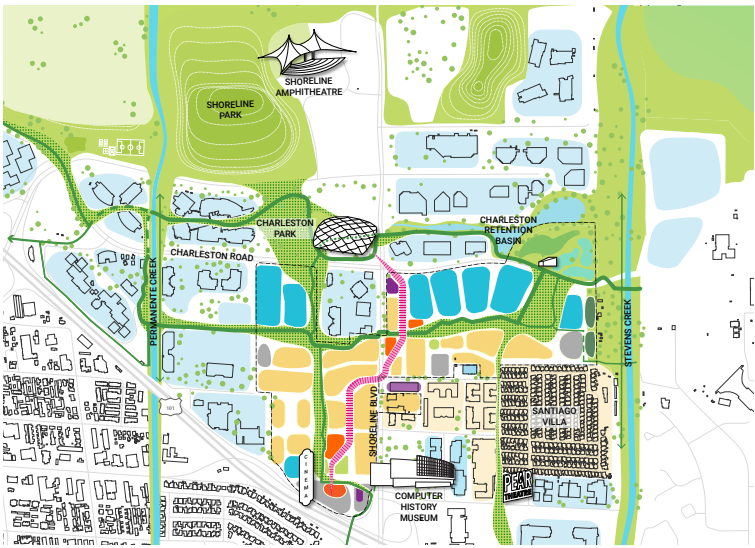
To build on existing natural assets and reinforce North Bayshore’s native ecological identity, the Framework Plan begins with open spaces and habitat areas that create great experiences and provide meaningful habitat value. To connect them, the Framework Plan includes the 2.5-mile Green Loop, an expansion of Google’s publicly accessible pedestrian and bicycle network. Throughout the district, the Green Loop will connect to existing and proposed trails, paths and bicycle routes linking the neighborhoods to Shoreline Park and regional connections along Stevens and Permanente Creek, which extend to downtown Mountain View and the Bay Trail.

Within the Joaquin and Shorebird neighborhoods, the Green Loop will link existing and new open spaces, from the most ecological, closest to Stevens Creek, through neighborhood parks and squares on either side of Shoreline Boulevard, to the more urban social experience of the Social Spine. The Green Loop will provide a daily intersection between people and nature, linking places of deep ecological value with highly social and urban spaces—a hallmark of our Framework Plan.



2. TWO CONNECTED HEARTS

Connecting the two Complete Neighborhoods of Shorebird and Joaquin, the Social Spine will be a pedestrian-oriented corridor with a variety of active uses, retail spaces, and pavilions. The corridor will extend north-south through the district, connecting the two social “hearts” at Shoreline Commons and Shorebird, and could continue further north to Shoreline Park and Amphitheatre. The Shorebird and Joaquin neighborhood hearts will complement each other: while Joaquin will create a regional draw with an intensity of retail and entertainment programming at the gateway area of Shoreline Commons, Shorebird will be a neighborhood draw with food, retail, local services, and a Google Visitor Center and Store. In order to cultivate more intimate social experiences, the Social Spine implements the Precise Plan’s vision for a retail corridor, while largely keeping it apart from the more arterial Shoreline Boulevard.



3. BUILDING ON EXISTING FABRIC

The transformation of the Framework Site is achieved through the creation of the two neighborhoods and two social hearts, each supported by a mix of uses. Residential is focused south of the Green Loop, closest to existing residential and further from sensitive habitat. Office is consolidated near existing office, north of the Green Loop. Across both neighborhoods, density and height are concentrated along Shoreline Boulevard, a busy street. These areas, where the retail is also concentrated, will have a creative, urban feel and a mix of housing, shops, jobs, recreation, and amenities in convenient proximity to transit. A variety of building types and scales will ensure diversity of experience. Following the Precise Plan’s vision, a closer-knit network of streets will create a neighborhood fabric designed for people and for social experiences.

TWO CONNECTED NEIGHBORHOODS

The Joaquin and Shorebird neighborhood plans are designed to support each other and the overall Framework Plan. The Joaquin neighborhood has two parts that work together: Shoreline Commons and Joaquin North. Located at the gateway to the district, Shoreline Commons will include predominantly higher-density residential, retail, and entertainment uses, creating a high-energy gateway area while also distancing residential from sensitive habitat areas. Joaquin North will provide a balanced mix of residential and office uses anchored by generous public spaces.

Shorebird, located near Stevens Creek and the Charleston Retention Basin, takes advantage of opportunities to create new open space and habitat near existing habitat areas. New office is located adjacent to the existing office to facilitate a walkable campus and to serve as a buffer between the sensitive habitat to the north and the new residential to the south. New housing is located in close proximity to Shoreline Boulevard and embraces the existing residential at Santiago Villa, creating an open neighborhood with urban plazas, neighborhood parks, and new habitat experiences.

In addition to the two active hearts that include a range of retail, active uses, and neighborhood-serving uses, the Framework Plan includes a site for an elementary school located within North Bayshore. Located within walking and biking distances of new housing within the Complete Neighborhood Area, the school will cater to new and existing residents of North Bayshore.

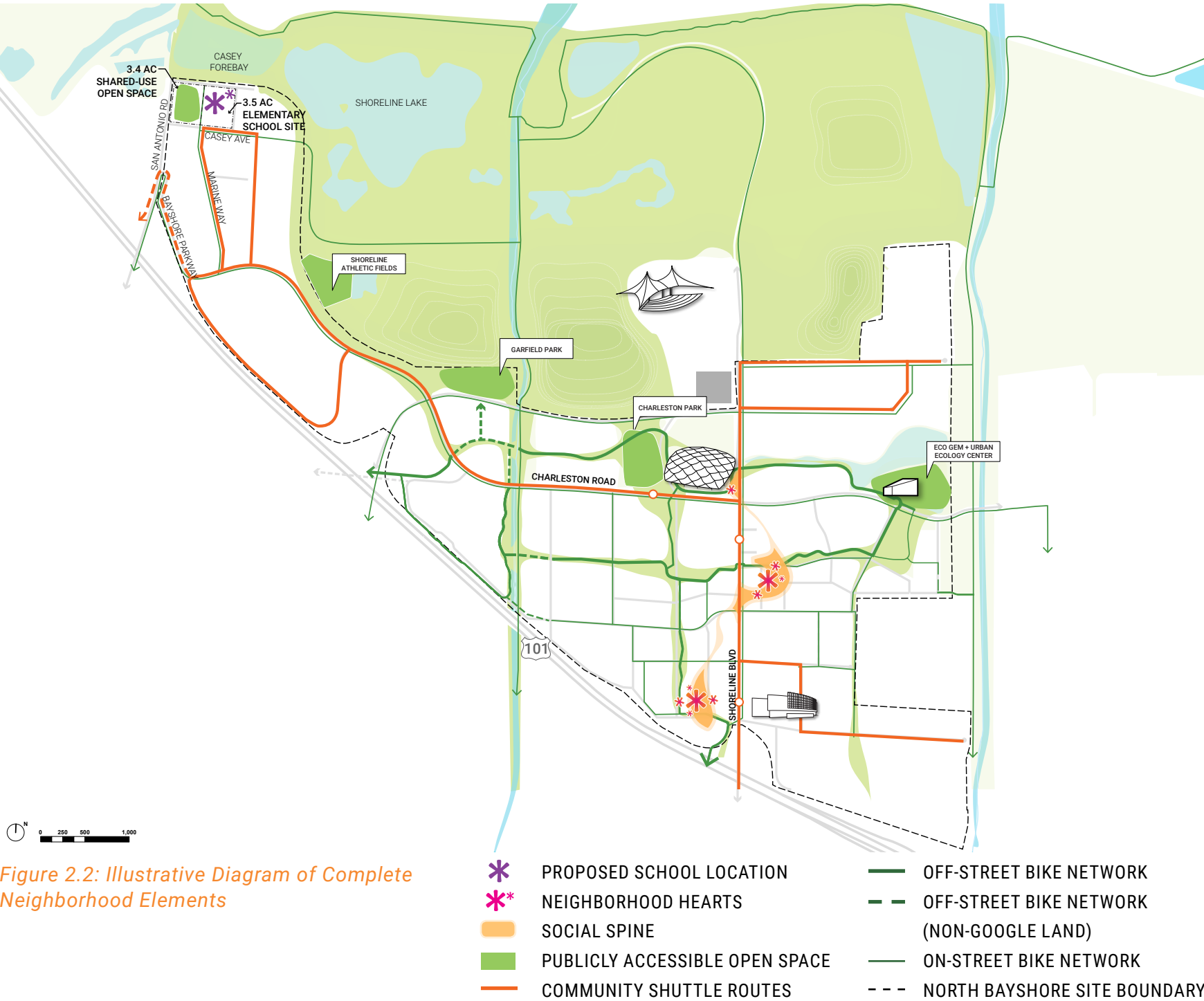




Figure 2.3: Two Complete Neighborhoods Concept Plan

ACHIEVING NBPP TARGETS

This Framework Plan meets the City’s housing targets set for the Shorebird and Joaquin neighborhoods, providing over the targeted 6,900 units. Together with the office, hotel, retail, arts, entertainment, neighborhood services, and other active uses, the Framework Plan delivers the NBPP’s vision of creating distinct, Complete Neighborhoods that integrate housing and habitat, innovation and sustainability, mobility and walkability.

CREATING A JOBS-HOUSING BALANCE

The Framework Plan proposes to develop 6 million square feet of residential and 1.451 million square feet of the remaining 2015 Bonus FAR allocation. The Framework Plan proposes that for every square foot of allocated Bonus FAR office built within the Complete Neighborhood Area, property owners, including Google, would be required to deliver 4 square feet of residential. The economics of office development support the creation of the housing called for in the Precise Plan, and this Framework Plan and Bonus FAR Requalification Request proposes to directly tie office allocation with the production of housing and the delivery of Enhanced Community Benefits in North Bayshore. Measured by the land Google owns within the Complete Neighborhood Area, this commitment results in a minimum of 4.7 million square feet of new residential with the allocation of 1.175 million of the 1.451 million square feet of remaining Bonus FAR. Specifically, Google requests

the City to requalify 1.175 million square feet of the 1.451 million square feet of Bonus FAR that was originally allocated to LinkedIn and Sywest’s Shoreline Commons project in the 2015 Bonus FAR allocations, and allow Google to construct 1.175 million square feet of Bonus FAR office space in the Shorebird neighborhood, together with the redevelopment of 872,000 square feet of office space that exists in Shorebird today. The remaining 276,000 square feet of Bonus FAR would be allocated to Shoreline Commons, with the requirement that its use comply with the new 4:1 “housing-jobs” linkage policy described above. Google is not requesting any “net new” office space beyond the amount remaining from the 2015 Bonus FAR allocation of 3.2 million square feet.

The transformation of North Bayshore would be built through the sequential development of the Framework Plan: Shorebird as the first neighborhood, followed by Shoreline Commons and Joaquin North, respectively. The redevelopment of Shoreline Commons could occur in parallel to Shorebird.

OFFICE FAR TRANSFER FROM REES PROPERTY

The Framework Plan and Bonus FAR Requalification Request includes dedication of the 6.9-acre Rees property for a 3.5-acre elementary school and a 3.4-acre open space for joint school and public use. Given that the school and park use will encumber the entire

property, this Request proposes transferring approximately 191,000 square feet of office square footage from the Rees property to the Joaquin neighborhood, in addition to the requalification of 1.175 million square feet of Bonus FAR office focused in Shorebird described above.

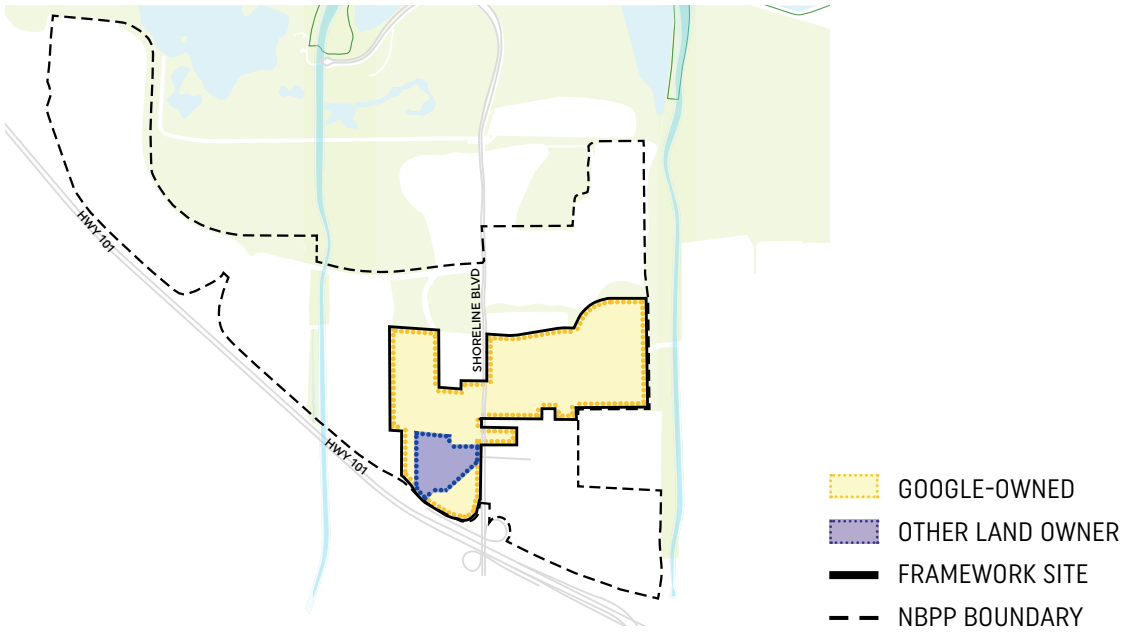


Figure 2.4: Key Plan of Framework Site by Land Ownership

PROGRAM DETAIL

The Framework Plan meets or exceeds the performance and place-making goals of the NBPP and sets the stage for future development in the district.

While the Framework Plan showcases a holistic vision for all of Joaquin, Google owns half of the Shoreline Commons portion of the neighborhood. Table 2.1 indicates the proposed overall program within the Framework Plan. For details of the Framework Plan program and its distribution by ownership, see Table 2.2.

	TOTAL FRAMEWORK PLAN	
	GOOGLE-OWNED	ALL LAND OWNERS
RESIDENTIAL UNITS¹	6,000 - 6,600	7,200 - 8,000
RESIDENTIAL SF¹	±5,200,000	±6,300,000
OFFICE BONUS FAR	1,175,000	1,451,000
OFFICE RETAINED/ REPLACED SF	1,671,000	1,671,000
REES PROPERTY OFFICE FAR	191,000	191,000
TOTAL OFFICE SF	3,037,000	3,313,000
HOTEL ROOMS	±400 rooms	±400 rooms
HOTEL SF	200,000-300,000	200,000-300,000
RETAIL + ENTERTAINMENT SF²	200,000-300,000	300,000-450,000
EDUCATION	3.5 ac at Rees Property	3.5 ac at Rees Property
DISTRICT SYSTEMS SF²	100,000-150,000	100,000-150,000
RESIDENTIAL PARKING SF³	900,000-1,200,000	1,050,000-1,400,000
TOTAL SF⁴	9,400,000-9,800,000	11,100,000-11,600,000
SITE AREA	112.6 ac + 6.9 ac at Rees Property	128 ac + 6.9 ac at Rees Property
PUBLIC OPEN SPACE	31.6 ac + 3.4 ac at Rees Property	35.0 ac + 3.4 ac at Rees Property

NOTES:

Unless otherwise noted, units indicate gross square feet (GSF) rounded to nearest 10,000, except for office use which is rounded to the nearest 1,000, and total GSF which is rounded to nearest 100,000.

¹Residential unit count and GSF based on average unit size of 700 net square feet. Total units shown are indicative and are subject to further refinement in proposed Master Plans and Planned Community Permits.

²For all character areas except Gateway, building spaces for small business, public-serving uses, retail, grocery stores, as well as district-level utility systems may be excluded from allowable gross floor area calculations (p.63, NBPP)

³"Commercial projects shall not include above grade parking structures in the FAR calculations. Residential projects shall include above grade parking structures in the project's FAR calculations" (p.63, NBPP)

⁴Total GSF of Joaquin neighborhood includes retail, small businesses, and public-serving uses, which may be deducted from total GSF once further defined, in keeping with NBPP FAR exemptions (p.63, NBPP)

Table 2.1: Framework Plan Development Program Overview

	JOAQUIN NEIGHBORHOOD (SHORELINE COMMONS + JOAQUIN NORTH)						
	SHORELINE COMMONS			JOAQUIN NORTH	TOTAL JOAQUIN NEIGHBORHOOD		
	GOOGLE-OWNED	OTHER LAND OWNER	ALL LAND OWNERS	GOOGLE-OWNED	GOOGLE-OWNED	OTHER LAND OWNER	ALL LAND OWNERS
RESIDENTIAL UNITS ¹	1,100 - 1,200	1,200 - 1,400	2,300 - 2,600	2,200 - 2,500	3,300 - 3,700	1,200 - 1,400	4,500 - 5,100
RESIDENTIAL SF ¹	±860,000	±1,100,000	±1,960,000	±1,740,000	±2,600,000	±1,100,000	±3,700,000
OFFICE BONUS FAR	-	276,000	276,000	-	-	276,000	276,000
OFFICE RETAINED/ REPLACED SF	-	-	-	710,000	710,000	-	710,000
REES PROPERTY OFFICE FAR	-	-	-	191,000	191,000	-	191,000
TOTAL OFFICE SF	-	276,000	276,000	901,000	901,000	276,000	1,177,000
HOTEL ROOMS	±200 rooms	-	±200 rooms	-	±200 rooms	-	±200 rooms
HOTEL SF	100,000 - 150,000	-	100,000 - 150,000	-	100,000 - 150,000	-	100,000 - 150,000
RETAIL + ENTERTAINMENT SF ²	±100,000	100,000 - 150,000	200,000 - 250,000	up to 50,000	100,000 - 150,000	100,000 - 150,000	200,000 - 300,000
EDUCATION	-	-	-	-	-	-	-
DISTRICT SYSTEMS SF ²	-	-	-	-	-	-	-
RESIDENTIAL PARKING SF ³	150,000 - 200,000	150,000 - 200,000	300,000 - 400,000	300,000 - 400,000	450,000 - 600,000	150,000 - 200,000	600,000 - 800,000
TOTAL SF ⁴	1,200,000 - 1,300,000	1,600,000 - 1,700,000	2,800,000 - 3,000,000	2,900,000 - 3,000,000	4,200,000 - 4,400,000	1,600,000 - 1,700,000	5,800,000 - 6,100,000
SITE AREA	14.3 ac	15.4 ac	29.7 ac	29.9 ac	44.2 ac	15.4 ac	59.6 ac
PUBLIC OPEN SPACE	2 ac	3.4 ac	5.3 ac	8.2 ac	10.1 ac	3.4 ac	13.5 ac

Table 2.2: Framework Plan Development Program Detail

	SHOREBIRD NEIGHBORHOOD	1601 N. SHORELINE (PEAR)	REES PROPERTY	TOTAL FRAMEWORK PLAN (JOAQUIN + SHOREBIRD + 1601 + REES)	
	GOOGLE-OWNED	GOOGLE-OWNED	GOOGLE-OWNED	GOOGLE-OWNED	ALL LAND OWNERS
RESIDENTIAL UNITS ¹	2,400 - 2,600	250 - 300	-	6,000 - 6,600	7,200 - 8,000
RESIDENTIAL SF ¹	±2,300,000	±300,000	-	±5,200,000	±6,300,000
OFFICE BONUS FAR	1,175,000	-	-	1,175,000	1,451,000
OFFICE RETAINED/ REPLACED SF	961,000	-	-	1,671,000	1,671,000
REES PROPERTY OFFICE FAR	-	-	-	191,000	191,000
TOTAL OFFICE SF	2,136,000	-	-	3,037,000	3,313,000
HOTEL ROOMS	±200 rooms	-	-	±400 rooms	±400 rooms
HOTEL SF	100,000 - 150,000	-	-	200,000 - 300,000	200,000 - 300,000
RETAIL + ENTERTAINMENT SF ²	100,000 - 150,000	-	-	200,000 - 300,000	300,000 - 450,000
EDUCATION	-	-	3.5 ac	3.5 ac at Rees Property	3.5 ac at Rees Property
DISTRICT SYSTEMS SF ²	100,000 - 150,000	-	-	100,000 - 150,000	100,000 - 150,000
RESIDENTIAL PARKING SF ³	400,000 - 500,000	50,000 - 100,000	-	900,000 - 1,200,000	1,050,000 - 1,400,000
TOTAL SF ⁴	4,900,000 - 5,100,000	350,000 - 400,000	-	9,400,000 - 9,800,000	11,100,000 - 11,600,000
SITE AREA	66.3 ac	2 ac	6.9 ac	112.6 ac + 6.9 ac at Rees Property	128 ac + 6.9 ac at Rees Property
PUBLIC OPEN SPACE	21.4 ac	-	3.4 ac	31.6 ac + 3.4 ac at Rees Property	35.0 ac + 3.4 ac at Rees Property

NOTES:

Unless otherwise noted, units indicate gross square feet (GSF) rounded to nearest 10,000, except for office use which is rounded to the nearest 1,000, and total GSF which is rounded to nearest 100,000.

¹Residential unit count and GSF based on average unit size of 700 net square feet. Total units shown are indicative and are subject to further refinement in proposed Master Plans and Planned Community Permits.

²For all character areas except Gateway, building spaces for small business, public-serving uses, retail, grocery stores, as well as district-level utility systems may be excluded from allowable gross floor area calculations (p.63, NBPP)

³Commercial projects shall not include above grade parking structures in the FAR calculations. Residential projects shall include above grade parking structures in the project's FAR calculations" (p.63, NBPP)

⁴Total GSF of Joaquin neighborhood includes retail, small businesses, and public-serving uses, which may be deducted from total GSF once further defined, in keeping with NBPP FAR exemptions (p.63, NBPP)

COMPLETE NEIGHBORHOODS

2.1 SHOREBIRD

SPECTRUM OF EXPERIENCES

The Shorebird neighborhood will generate both urban and ecological experiences and bring them together to make a place unlike any other. From Shoreline Boulevard to Stevens Creek, one can easily move from urban plaza and retail street to informal recreation and play spaces along the Greenway Park, to trails weaving through native gardens at the Wild Gardens, and to the immersive habitat and education at the North Bayshore Urban Ecology Center and its surrounding ecological landscape.

With 66.3 acres of Google-owned land, Shorebird presents a truly unique opportunity to completely transform North Bayshore. Its location at the transition between urban character and office campus to creek and habitat calls for a new model of development – one that equally embraces nature and urbanism. As the first master-planned Complete Neighborhood within North Bayshore, Shorebird can be a catalyst for the district.

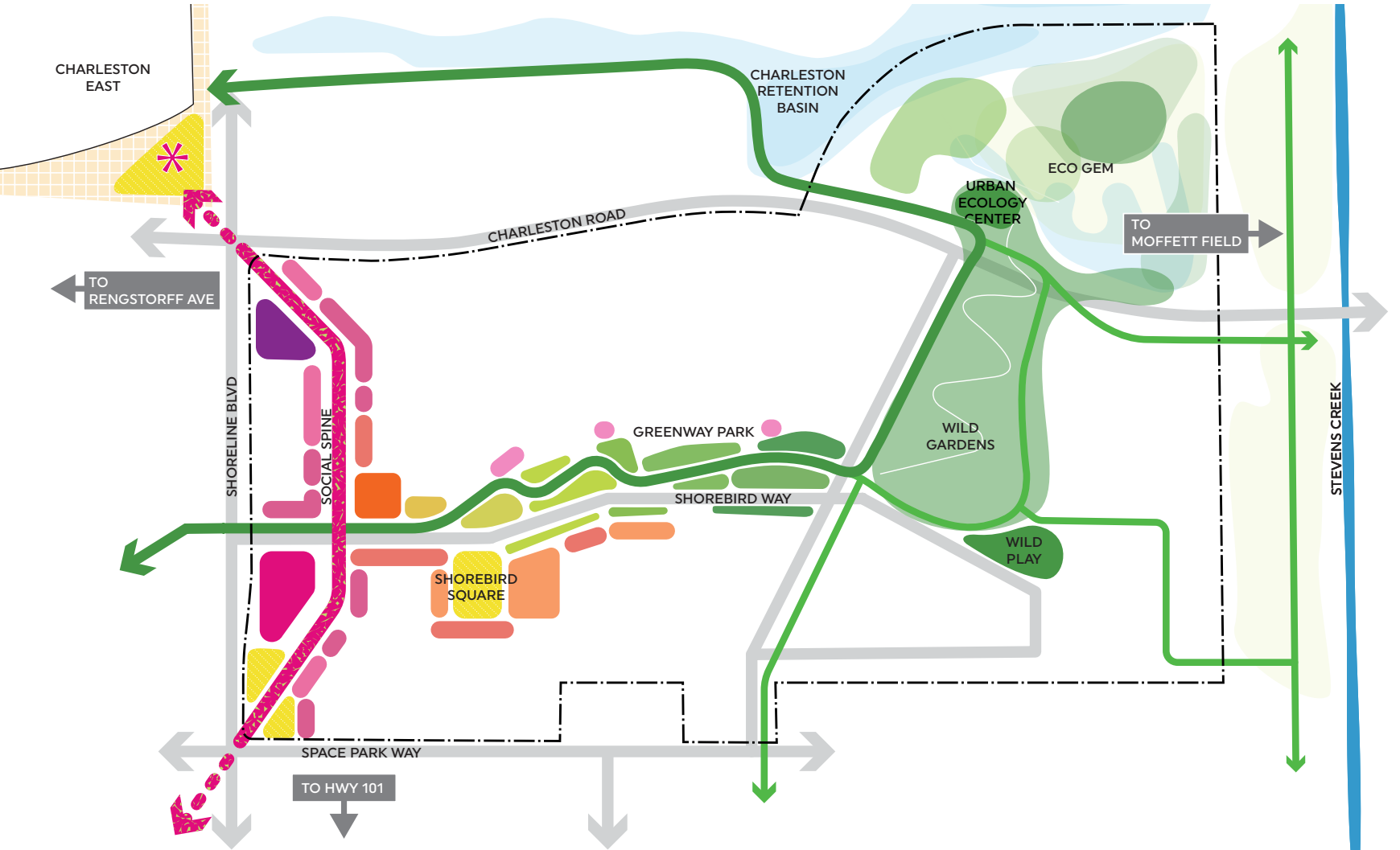


Figure 2.5: Shorebird Concept

- RETAIL AND ACTIVE USES
- HOTEL
- PUBLICLY ACCESSIBLE OPEN SPACE
- GREEN LOOP
- SHOREBIRD SOCIAL SPINE
- PRIMARY STREETS
- BIKE TRAIL
- STEVENS CREEK
- CHARLESTON EAST PLAZA
- SHOREBIRD NEIGHBORHOOD BOUNDARY

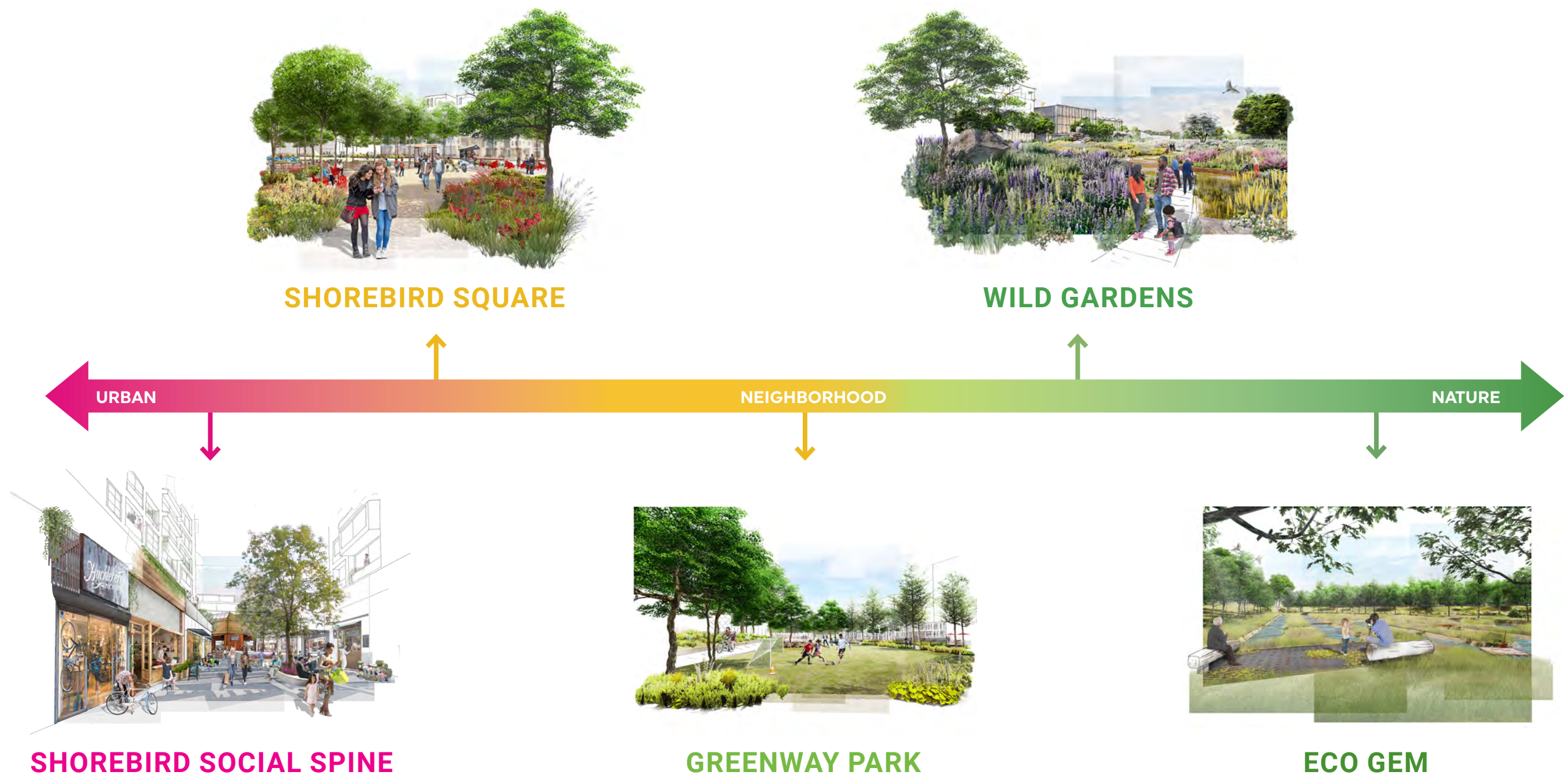


Figure 2.6: Spectrum of Experiences at Shorebird

PUBLIC SPACE + CONNECTIVITY

Shorebird expands and improves the public spaces in North Bayshore, providing a variety of experiential and programmatic elements ranging from urban plazas and public art to educational play and trails through habitat areas. In addition to a total of approximately 21.4 acres of open space (roughly 30% of the Shorebird neighborhood area), the plan will include a robust network of pedestrian paths and bike trails that connect west to Joaquin, east to Stevens Creek Trail, north to the Charleston Retention Basin, and south to Santiago Villa.

Shorebird builds on the work Google has done to date expanding the Charleston Retention Basin by demolishing four buildings and their surface parking to add wetlands habitat and stormwater treatment. This expanded habitat area will be used to create an expansive Eco Gem, complete with a new North Bayshore Urban Ecology Center dedicated to environmental stewardship and education. The consolidation of the existing and new Charleston Retention Basin will result in a 10.2-acre land dedication to the City of Mountain View. The Eco Gem will connect across Charleston Road to a second expanded open space area, the Wild Gardens, which is being created to support NBPP’s goal of protecting the existing egret rookery.

A network of new streets and passages will be created to complete a fine-grained walkable street grid within Shorebird.

The Green Loop will expand connectivity throughout the site as well as connect to existing paths and trails along Stevens Creek, Charleston Retention Basin, and the existing Green Loop within Joaquin. Shorebird will be designed to seamlessly connect to Joaquin, Pear, and downtown Mountain View by a suite of multi-modal options.

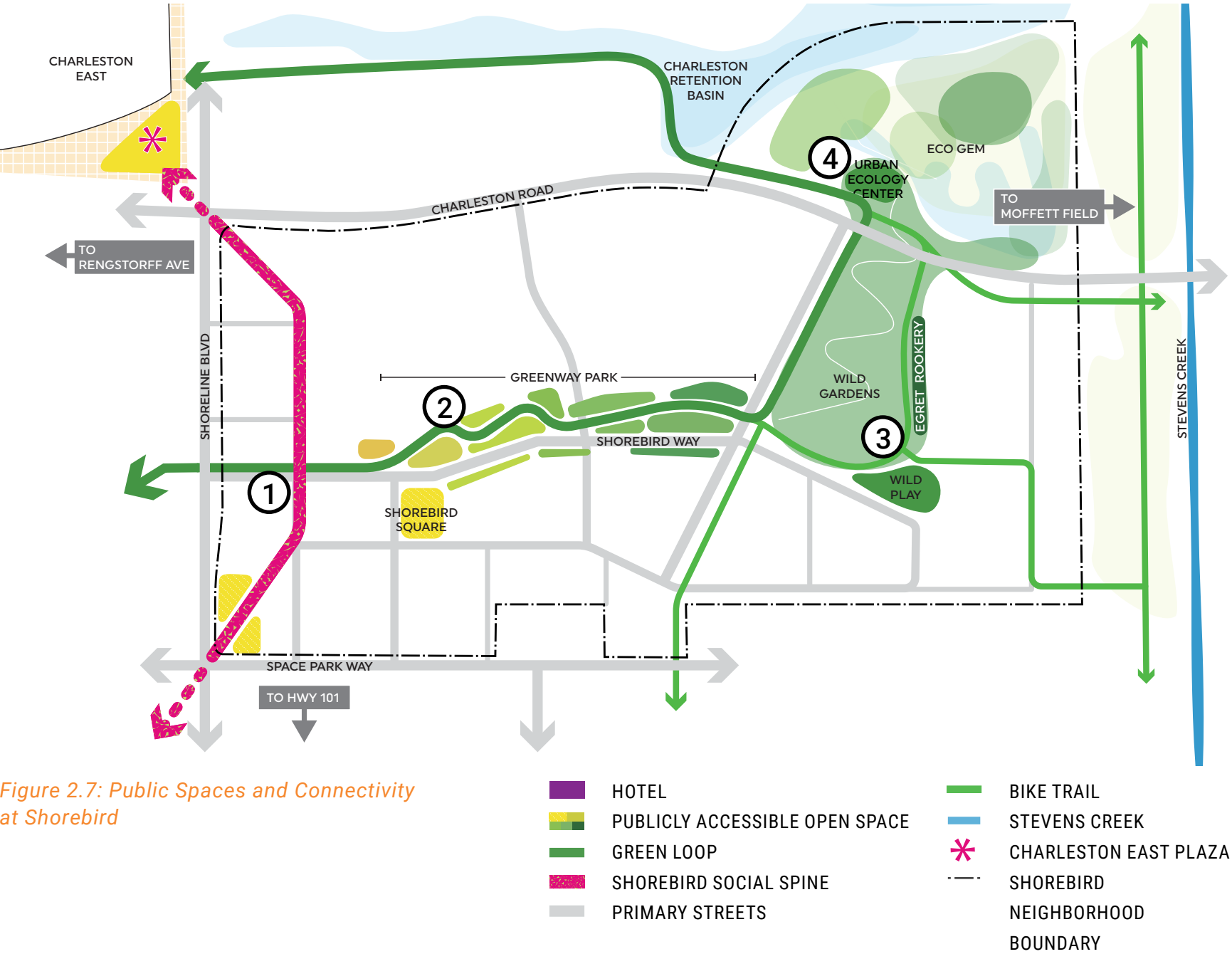




Figure 2.9: Examples of Streets and Passages



Figure 2.8: Examples of Flexible Neighborhood Parks

Figure 2.10: Ecological Areas

RETAIL + GROUND FLOOR

The ground floor is the most important part of any urban experience and this holds true at Shorebird. Ground floors, streets, and public spaces are where neighbors meet and where the best people-watching is. The ground floors of buildings at Shorebird will have frontages combining active uses. These may include retail, neighborhood-serving uses, small businesses, professional services, arts, maker space and light industrial, temporary or pop-up space retail and events, cultural uses, and other flexible uses oriented toward the public.

As part of the Framework Plan, a new pedestrian walkway (Social Spine) along and adjacent to Shoreline Boulevard and a retail main street (Shorebird Way) at the entry to the neighborhood will be lined with retail and active uses. These social pathways are the meeting grounds between the office and residential neighborhoods and will support vibrant public life and experiences.

The Social Spine also has a “Beacon” building, an architectural jewel in the urban fabric, that welcomes everyone and will house a mix of diverse programming from retail, food hall, restaurants and entertainment uses. The Beacon may be integrated into the design of the office building or be a standalone structure.

Shorebird Way, currently a typical suburban street, will be rebuilt to prioritize pedestrians and cyclists, minimize car traffic, and link Shorebird Square and Greenway Park, the neighborhood park identified by the NBPP. Shorebird Square and Greenway Park can

host a wide range of community-oriented programs, events and art installations that will enliven the neighborhood and build culture.

Ground floors and streetscapes will be sized for people, not cars, and designed to show off what draws people in most: other people. Even in office buildings where security is needed, ground floor activity will be prioritized by providing small pavilions and flexible frontages that can help define street edges, activate and engage with the Greenway Park, and host diverse retail, shared amenities, temporary event space, pop-ups, makerspace, cultural arts space, and other flexible uses. Standalone pavilions may be located within Greenway Park if they are publicly accessible or shared by Google and the public.



Figure 2.11: Illustrative Ground Floor Uses at Shorebird

- RETAIL AND ACTIVE USES
- FLEXIBLE USE AREAS
- URBAN ECOLOGY CENTER
- PUBLICLY ACCESSIBLE OPEN SPACE
- PUBLIC PASSAGES AND PLAZAS
- GREEN LOOP
- SHOREBIRD NEIGHBORHOOD BOUNDARY

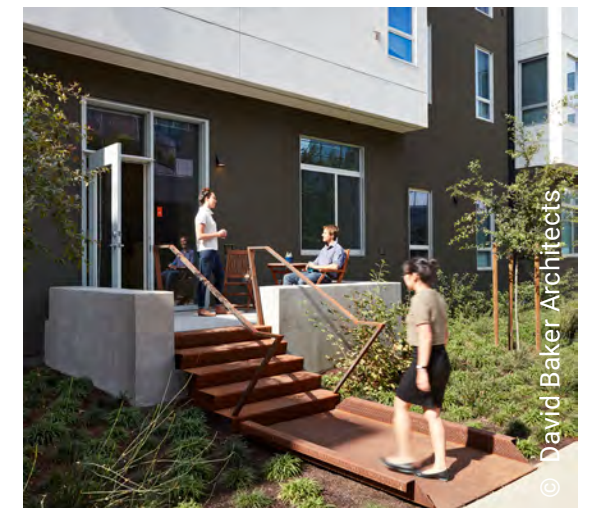


Figure 2.12: Example of Retail and Active Uses



Figure 2.13: Examples of Flexible Office Ground Floor



Figure 2.14: Examples of Neighborhood-Serving Retail and Services

LAND USE + URBAN FORM

The NBPP promotes Complete Neighborhoods that integrate residential uses with office, retail and service uses, and open spaces. The design of Shorebird responds to this by building upon existing land use adjacencies, with office consolidated to the north along Charleston Road, and market-rate and affordable housing oriented toward existing and proposed residential uses along Space Park Way. Density will be focused along Shoreline Boulevard, the key transit corridor.

The diverse mix of uses proposed in Shorebird is connected and brought together by a vibrant public realm in the form of the Social Spine and the Greenway Park. This public realm will connect residents, employees, and visitors to each other, and to art, food, entertainment, commerce and nature in North Bayshore. Shorebird prioritizes building and use variety, and flexible, shared-use amenities and activation through a variety of design strategies.

The NBPP envisions a gradient of development intensity – highest along Shoreline Boulevard, lowest scale toward the east by Stevens Creek, and a transition between the two at the center. The Framework Plan reflects this gradient in building height, but varies the urban form further through the addition of small-scale pavilions and structures within and adjacent to primary open spaces. To increase variety and visual interest, multiple designers will be charged with the design of the neighborhood’s buildings and landscape.

Buildings facing public open spaces will be sculpted to be human-scaled through design strategies such as podium-level setbacks, courtyards oriented toward public open spaces, porosity and transparency, and attention to material. Key views are oriented to highlight vistas, destinations, landmarks, and open spaces, and to provide opportunities for signature architectural moments.



Figure 2.15: Illustrative Site Plan

- | | |
|-------------------------------|---------------------------------|
| RESIDENTIAL (<95' IN HEIGHT) | DISTRICT SYSTEMS |
| RESIDENTIAL (>95' IN HEIGHT) | PUBLICLY ACCESSIBLE OPEN SPACE |
| OFFICE (65' - 110') | PUBLIC PASSAGES AND PLAZAS |
| EXISTING OFFICE | PODIUM COURTYARD / GREEN ROOF |
| OFFICE SERVICES AND AMENITIES | GREEN LOOP |
| RETAIL AND ACTIVE USES | SHOREBIRD NEIGHBORHOOD BOUNDARY |
| HOTEL | |



Figure 2.16: Examples of Residential Architectural Variety

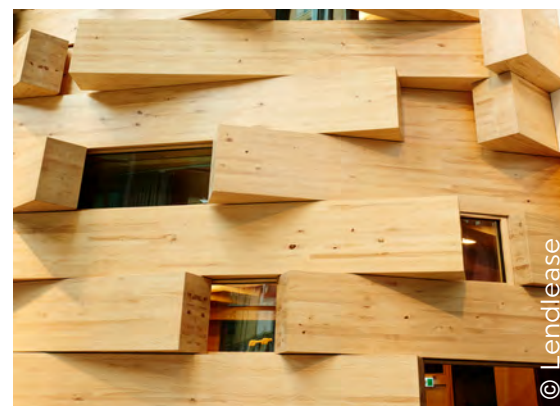


Figure 2.17: Examples of Office Architectural Approach



Figure 2.18: Example of Urban Ecology Center

2.2 JOAQUIN

The Joaquin neighborhood, composed of Joaquin North and Shoreline Commons, offers an experience distinct from that at Shorebird, but both work in tandem to give people in the entire district a diversity of choices. Anchored by the cinema and nighttime entertainment uses, a hotel, fitness center and retail, Shoreline Commons will revitalize an important Mountain View destination that will also serve visitors and nearby residents and employees. Joaquin North will include a mix of office and residential uses with primarily passive open spaces. These two parts of the greater Joaquin neighborhood will be well connected to each other, Mountain View and to the Bay through a tree-lined bike and pedestrian path called Joaquin Walk.

AN ENTERTAINMENT + MIXED-USE NEIGHBORHOOD

In contrast with Shorebird, which has a focus on uses serving the neighborhood, Shoreline Commons is designed to have a broader mix of uses and is intended to draw more people. The cinema and entertainment uses will be an asset for the whole city and a magnet for activity. Similarly, the private sports club will be a major health and wellness amenity and, along with the hotel, can attract people throughout the day, at night, and on weekends. The entrance plaza within Shoreline Commons will be flanked by diverse and active retail uses visible from Highway 101, as well as from the planned pedestrian and bike bridge over 101. These retail uses will be fully integrated with the other program components to create a seamless urban experience.



Figure 2.19: Joaquin Public Realm Design Concept



Illustrative rendering conceptual only, subject to change

Figure 2.20: Illustrative View of Shoreline Commons

PUBLIC SPACE + CONNECTIVITY

Joaquin is a strategically located neighborhood that defines one of North Bayshore’s many entry experiences. The vision for Joaquin includes Joaquin Walk, a reimagined neighborhood park defined by a sequence of linear open spaces. Joaquin Walk will bring people and nature together through lush ecologically appropriate landscaping and urban design elements that enrich the transition between private and public, such as stoops, porches, and patios. Ground floor residential amenity spaces, such as common rooms, may also spill out into Joaquin Walk. Linear parks along Joaquin Walk will create bike and pedestrian connections through the neighborhood, providing room for open space programming and events while also serving as a contiguous ecological corridor with native plantings and tree canopy. The plan will additionally connect to commuter and recreational bicycle lanes along Shoreline Boulevard.

Joaquin’s urban grain will be defined by a network of new compact streets, pedestrian passages, and an extended Green Loop network. The urban structure mimics that called out in the NBPP character areas, with a finer-grained network at the gateway area south of Plymouth Street, and a gradual increase in the size of the typical block to the north of Plymouth Street. This pattern will allow for generous open spaces and setback areas north of Plymouth Street, while building a denser urban character south of Plymouth Street.

The Gateway Plaza is one of the first impressions visitors will have as they enter the district, and it has been designed to take advantage of that opportunity. Gateway Plaza will connect to Shoreline Square, a “crossroads” in the open space system that includes opportunities for pop-ups, outdoor dining, and architecturally distinct retail pavilions.

Pedestrians are prioritized, and bicyclists of all abilities will be welcome in the neighborhood, with a series of new bicycle lanes, cycle tracks, and the intersecting segments of the Green Loop running east-west connecting to Shorebird, and north-south along Joaquin Walk.



Figure 2.21: Public Space and Connectivity at Joaquin



Figure 2.22: Examples of Green Connections



Figure 2.24: Examples of Neighborhood Parks



Figure 2.23: Shoreline Square Character

RETAIL + GROUND FLOOR

Within Shoreline Commons, the main social and retail spine of the Framework Plan will extend south from Plymouth and Shoreline Boulevard. The Social Spine in this area will be dense with activity lining a narrow, low-traffic street. The Social Spine and Joaquin Walk will intersect at the Gateway Plaza and Shoreline Square, and will be visible as one enters the district along Shoreline Boulevard.

Retail spaces, as well as food and beverage uses, will support and complement entertainment uses. To create comfortable outdoor spaces, upper floors of buildings are planned to set back from the street to provide for ample sunlight, while wide sidewalks and a canopy of street trees will provide generous room and amenity for pedestrians.

The Joaquin Neighborhood will create a new home for small businesses in the district that may be relocated as part of future development. Existing business owners and community organizations will be consulted to identify ways to maintain diversity and authenticity within the Joaquin neighborhood.



Figure 2.25: Illustrative Ground Floor Uses at Joaquin

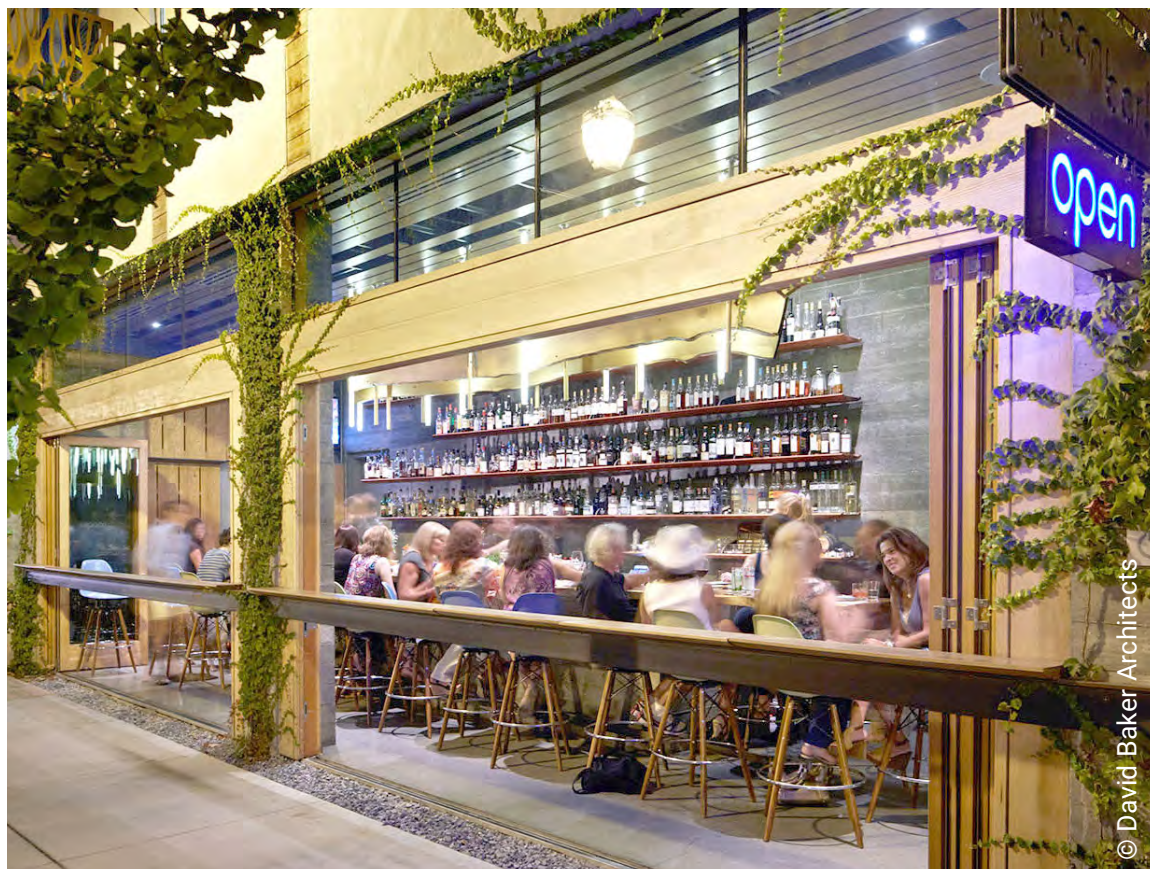


Figure 2.26: Examples of Retail and Active Uses

LAND USE + URBAN FORM

Land uses for this urban gateway are strategically located along key edges, with the majority of residential uses to be located south of the Green Loop, and the majority of office uses located north of the Green Loop adjacent to existing office uses. A key corner at the entrance of North Bayshore from Shoreline Boulevard will be marked with an anchor hotel, surrounded by cinema, fitness, and retail uses that together will create a hub of higher-intensity activity within the gateway zone. Joaquin will consist of a variety of building types, sizes, heights, and footprints. With the highest intensities and 15-story residential buildings located closest to Shoreline Boulevard, the urban form will generally be stepped down from Shoreline Boulevard to create mid-rise buildings in the majority of the neighborhood. The varied urban form will have a legible hierarchy to concentrate activity at key locations.

Buildings will frame views to critical open spaces such as the Gateway Plaza and Shoreline Square. Along these view corridors, buildings will be stepped back above base podium levels to create a human-scaled streetwall, with particular attention to ground-floor treatment that engages with and activates the public realm. Smaller pavilions and structures in open spaces will complement and contrast with larger buildings to create a rich pedestrian experience.



Figure 2.27: Illustrative Joaquin Neighborhood Site Plan



Figure 2.30: Examples of Residential Architecture



Figure 2.28: Examples of Retail and Entertainment Uses

Figure 2.29: Examples of Office Architecture





3

IMPLEMENTING NBPP PRINCIPLES

3.1 HABITAT PROTECTION	38
3.2 NEIGHBORHOOD DESIGN	48
3.3 MOBILITY	62
3.4 INNOVATION + SUSTAINABILITY	72
3.5 OVERVIEW OF ENHANCED COMMUNITY BENEFIT COMMITMENTS	76

IMPLEMENTING THE PRECISE PLAN'S GUIDING PRINCIPLES

Deeply informed by the guiding principles of the North Bayshore Precise Plan and enriched by City and stakeholder goals for the area, the Framework Plan brings the Precise Plan's vision to life with a suite of design strategies and Enhanced Community Benefits.

The updated North Bayshore Precise Plan was adopted by the City of Mountain View in December 2017 after a robust process that included engagement with a wide array of residents and stakeholders. The NBPP that resulted describes a vision built upon four essential pillars of design: Habitat Protection, Neighborhood Design, Mobility, and Innovation + Sustainability. Starting in July of 2015, the City of Mountain View led the NBPP public planning process to create a transformational vision for the area. Numerous community open houses, focus groups and workshops were held, resulting in the following key themes:

- Balancing jobs and housing
- Creating vibrant neighborhoods with a mix of uses
- Support for housing and a range of

housing types

- Integrating North Bayshore with the rest of Mountain View
- Increasing transportation options
- Creating vibrant public spaces with a diversity of activities
- Enhancing and protecting the ecosystem and habitat
- Creating a new destination in the City

In the Fall of 2018, Google discussed the Framework and Shorebird plans during a series of group workshops with an array of stakeholders, and presented at a public open house in November 2018. The goal of these sessions was to better understand stakeholder and community priorities in North Bayshore, inform the proposal for this submittal, and establish key topics for future project refinements. These meetings began a conversation that will continue to inform the evolution of this planning process.

The following pages organize the NBPP's 14 guiding principles under these four pillars and include descriptions of the key strategies and commitments within the Framework Plan that address them.

The first page within each vision category recognizes key input from preliminary stakeholder conversations, followed by an overview of project strategies and commitments related to each principle.

Commitments range from community benefits required by the NBPP to those that go beyond the requirements, identified as "Enhanced Community Benefits" in the Precise Plan. Subsequent pages describe the approach and specifically list those commitments. The commitments identified with an asterisk will be delivered with the first-phase Shorebird Master Plan. Unless noted as a Shorebird commitment, all commitments are part of the overall Framework Plan and will be delivered as district-wide benefits and requirements that apply to the entire Framework Plan area. All Shorebird commitments are part of and will contribute toward meeting the totals called out within Framework Plan commitments.

All commitments and metrics within this chapter are associated with areas under Google ownership. For a complete program summary within the Framework Plan, including other land ownership within Shoreline Commons, see Chapter 2.

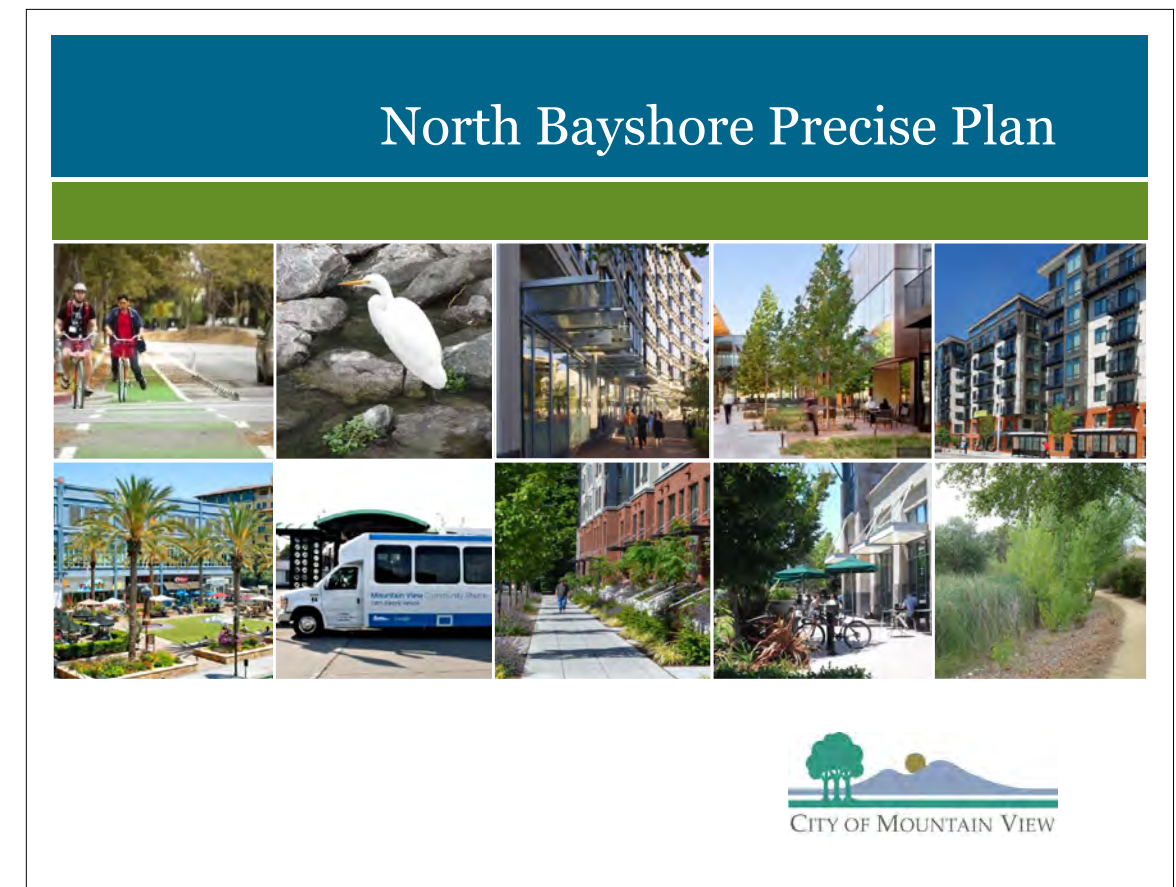


Figure 3.1: North Bayshore Precise Plan

HABITAT PROTECTION	NEIGHBORHOOD DESIGN	MOBILITY	INNOVATION + SUSTAINABILITY
<ul style="list-style-type: none"> • Expand and Improve Public Spaces • Enhance Ecosystems and Habitat 	<ul style="list-style-type: none"> • Create Distinct Areas within North Bayshore • Create Complete Neighborhoods • Construct Buildings that Support Public Areas • Promote Retail, Entertainment, and the Arts • Promote Housing Affordability • Promote Economic Diversity 	<ul style="list-style-type: none"> • Improve Transportation Connections to North Bayshore • Concentrate Growth to support Transit • Promote Transit, Biking, and Walking • Create Walkable, Human-Scaled Blocks 	<ul style="list-style-type: none"> • Make the Area Highly Sustainable • Minimize the Potential Consequences of Sea Level Rise

Figure 3.2: NBPP Vision Categories and Principles

3.1 HABITAT PROTECTION

NBPP PRINCIPLES

Expand and Improve Public Spaces

Enhance Ecosystems and Habitat



Figure 3.3: Preliminary Stakeholder Input



© Shae Rocco

NBPP PRINCIPLE

Expand and Improve Public Spaces

PROJECT STRATEGIES

The Precise Plan includes a number of measures aimed at the preservation and enhancement of the important natural habitat areas that lie in and adjacent to North Bayshore. In addition to this critical habitat conservation, the Framework Plan and Shorebird Master Plan emphasize the creation of a rich open space network, adding to existing nearby open spaces like Charleston Park, Shoreline Park, Shoreline Athletic Fields, and GARfield Park, all located within walking distance of the Framework Site. Urban green spaces have profound benefits for human health and are the predominant way many people experience nature. In addition to their benefits to health and well-being, urban green spaces are increasingly recognized as critical for maintaining biodiversity, with the potential to support surprising numbers of native plants and animals.

The Framework Plan will create a robust network of connected parks and open spaces throughout the site, linking to existing natural assets along Stevens and Permanente creeks, Shoreline Park, Charleston Retention Basin, and Charleston Park. All of these assets will be connected by the Green Loop, a generous pedestrian and bicycle network.

Residents, employees, and visitors will experience a landscape that will include vibrant urban plazas, community parks, open recreation areas, and natural open spaces that gradually transition to dedicated habitat.

These open space areas will generally be characterized by four zones:

- **URBAN SOCIAL:** Plazas, squares and pedestrian walks will provide a compact, and rich street experience for eating, shopping, and socializing with access to key services. (Social Spine, and Shoreline Commons Plaza)
- **COMMUNITY CULTURE:** Flexible, locally oriented open spaces that balance urban and green environments such as a green amphitheater, tree-lined promenades, and neighborhood squares. (Wild Play area, Greenway Park, Shorebird Square, and Joaquin Walk)
- **RECREATION AND PLAY:** Flexible lawns, naturalistic play areas, and smaller sporting facilities that will offer informal recreation areas to play badminton, soccer, bocce, or basketball, all interwoven with native greenery. (Greenway Park and Joaquin Quad)
- **NATURE AND HABITAT:** Habitat and ecological experiences will take center stage with accessible trails to immersive natural experiences. (Wild Gardens and the Eco Gem)



Figure 3.3: Concept Plan of Open Space Network (Existing and Proposed Parks)
*Indicates existing open space




35 acres
 of new publicly accessible
 open space



10.2 acres
 of open space dedicated at Shorebird

+ 3.4 acres
 of open space dedicated at Rees Property

Figure 3.4: Existing Open Spaces at North Bayshore

Figure 3.5: Range of Open Space Programs

COMMITMENTS

- NETWORK OF OPEN SPACES.** 35 acres of new publicly accessible open space, of which 21.4 acres will be provided within Shorebird*. 31.6 acres within the Framework Site, and an additional 3.4 acres within the “Rees property” adjacent to the Baylands Nature Reserve. (++)
- MAINTENANCE.** Office uses to fund maintenance and programming of publicly accessible private open spaces through a non-profit entity. (++)
- PUBLIC ACCESS.** Over 40% of the Framework Site will be publicly accessible. Nearly 50% of Shorebird will be publicly accessible*. (++)
- OPEN SPACE DEDICATION.** Google will dedicate 10.2 acres of the Eco
- Gem* restored to natural habitat to the City of Mountain View, in addition to dedication of a 3.4-acre park for public and school use at Rees site. (++)
- RANGE OF PROGRAMS.** Open space network to include a natural playground, active recreation zones, and passive zones. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit;

* Shorebird Master Plan commitment

The open space network will transform the Framework Site from one dominated by asphalt and surface parking today to one with over 40% of the land dedicated to open spaces, bikeways, pedestrian paths and streets that will be welcoming and safe.

See Figure 3.6 for the proposed network of publicly accessible open spaces within Shorebird, not including private open spaces provided as part of residential or office parcels.



Figure 3.6: Illustrative Plan of Publicly Accessible Open Spaces at Shorebird

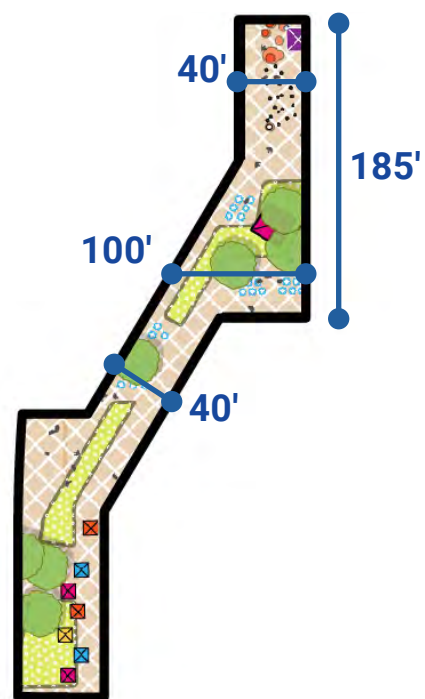


Figure 3.7: Illustrative Dimensions of Social Spine Entry

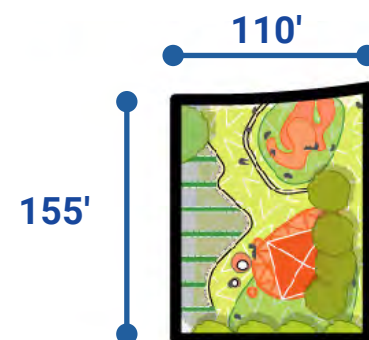


Figure 3.8: Illustrative Dimensions of Shorebird Square

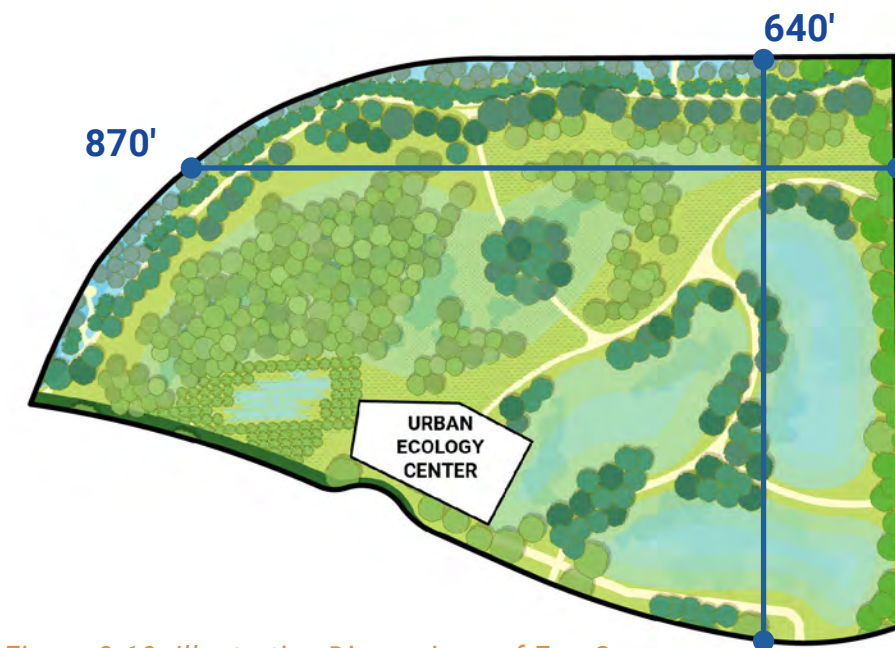


Figure 3.10: Illustrative Dimensions of Eco Gem

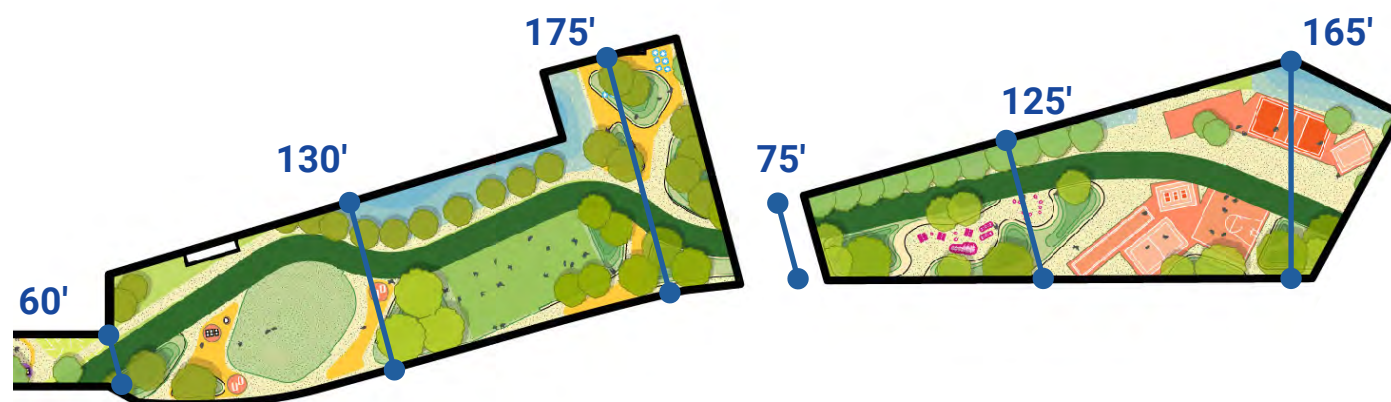


Figure 3.9: Illustrative Dimensions of Greenway Park

Note dimensions are approximations only. Diagrams not to comparative scale.

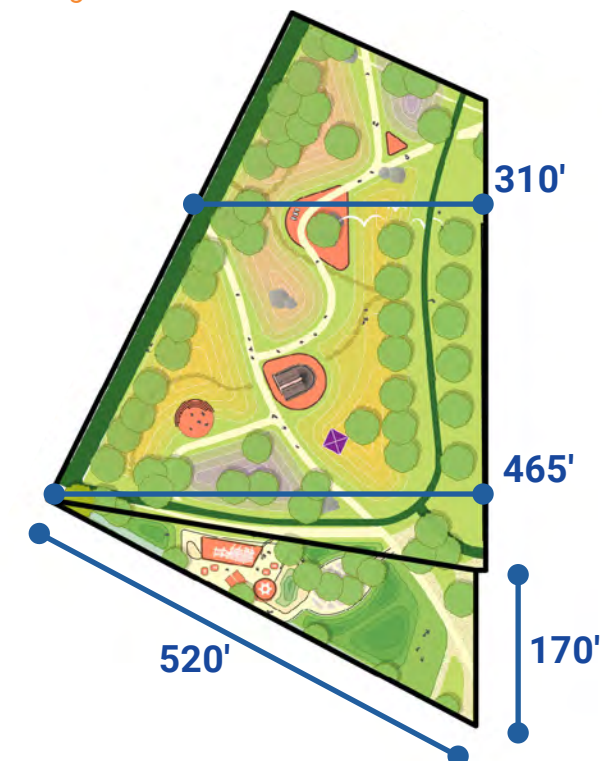


Figure 3.11: Illustrative Dimensions of Wild Gardens and Wild Play

NBPP PRINCIPLE

Enhance Ecosystems and Habitat

PROJECT STRATEGIES

Open spaces will be designed to complement the significant ecological features in the vicinity. Through an integrated set of open spaces, the Framework Plan will return some historically occurring natural features to the area, including open meadowlands, willow groves and freshwater wetlands, and oak savannas. The plan seeks to regenerate and make accessible this natural heritage, which has been lost from most of the region. The proposal utilizes sound ecological principles and urban biodiversity science to create a habitat network woven through the district, maximizing local biodiversity and helping to restore regional ecosystems. The Framework Plan uses the following principles of biodiversity science to inform where and what to build, and where to give back to nature:

•**ECOLOGICAL CONNECTIVITY:** The Eco Gem riparian and wetland habitat will connect directly to Charleston Retention Basin and Stevens Creek, creating a larger functional habitat mosaic; oak trees along the Green Loop, streets, and urban landscape will create a network of trees for oak-associated bird species. To facilitate this, Google will demolish four existing office buildings and associated surface parking lots south of the Charleston Retention Basin.

- SPATIAL SCALE:** the 10.2-acre Eco Gem will build on a large body of science that indicates that riparian habitats of scale maximize their ecological value.
- BIODIVERSITY:** All proposed planting areas will utilize a wide variety of native plants. The Framework Plan will also establish a range of habitat types including riparian, oak, wetland, pollinator gardens, and shrublands. These diverse plants and habitats will support a wide variety of wildlife species and ecological functions.
- CORE HABITAT TYPES:** While valley oak savanna has been almost completely lost in the area, it will be among the core habitat types, along with riparian and wetland habitats, prioritized for restoration in the region.

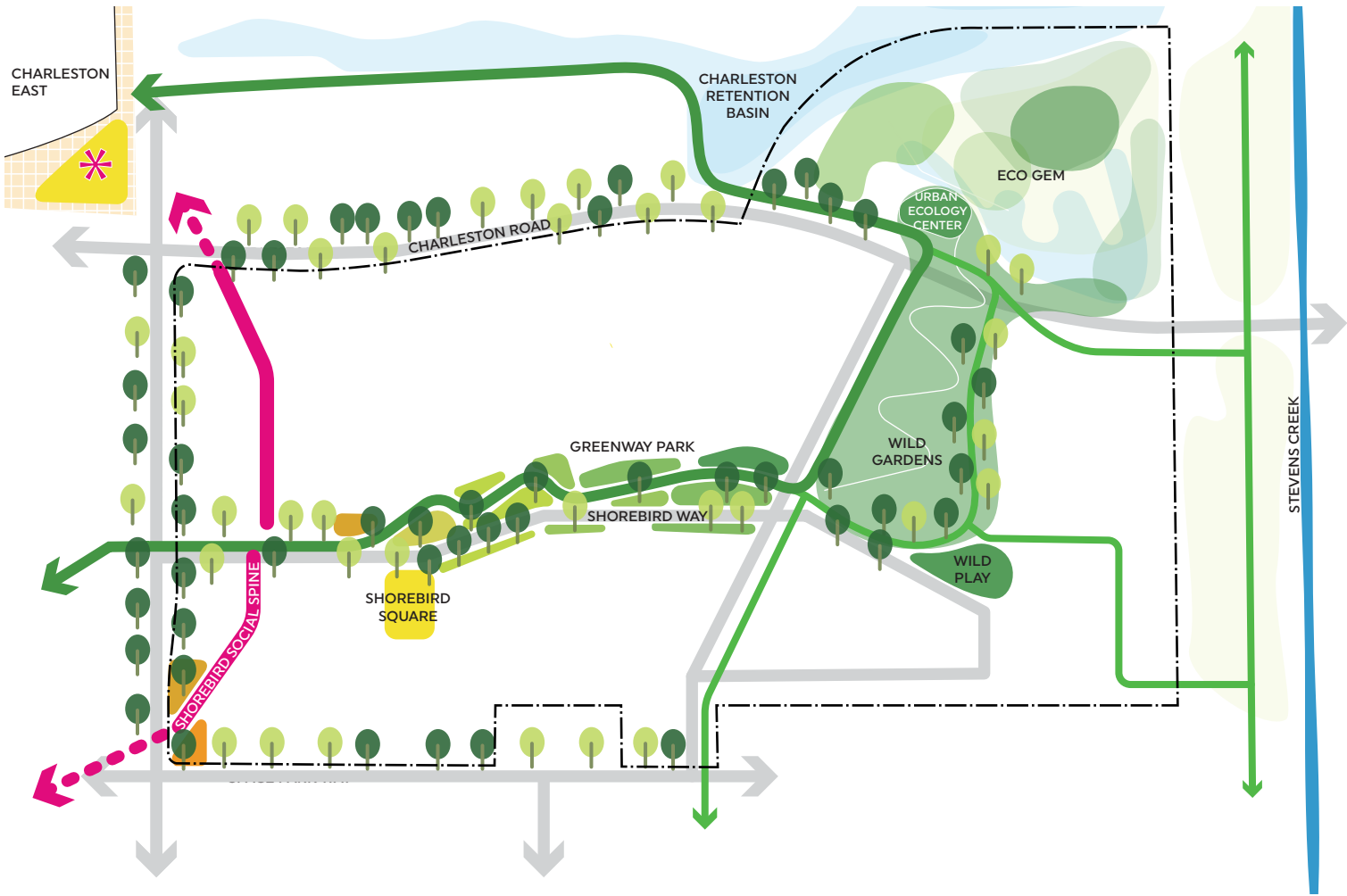
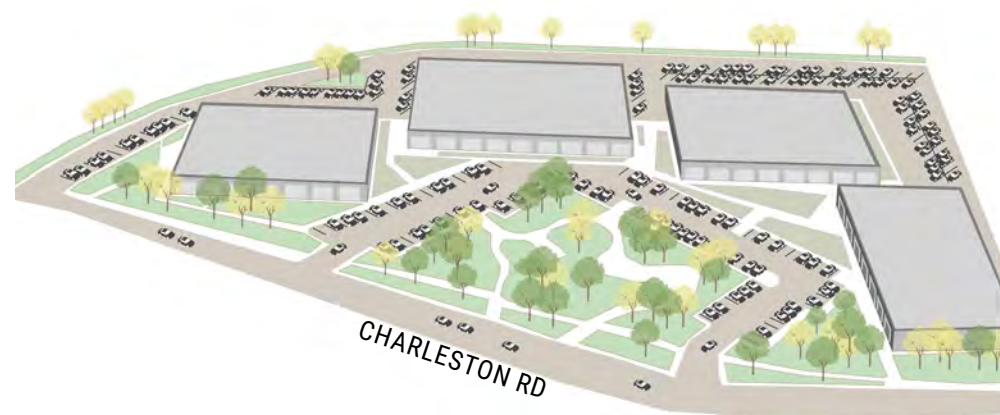


Figure 3.12: Conceptual Plan of Connected Habitat Areas within Shorebird

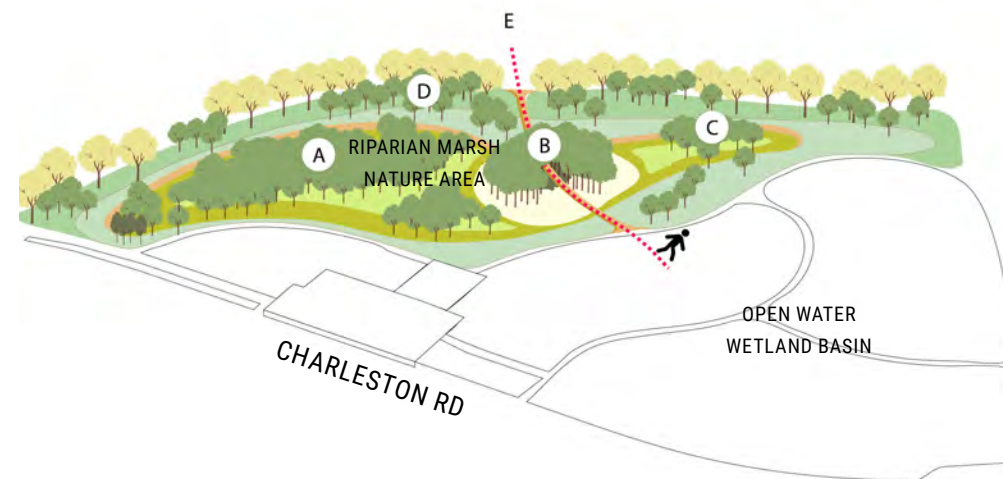
- PUBLICLY ACCESSIBLE OPEN SPACE
- SHOREBIRD SOCIAL SPINE
- GREEN LOOP
- BIKE PATH
- SHOREBIRD BOUNDARY
- PRIMARY STREETS



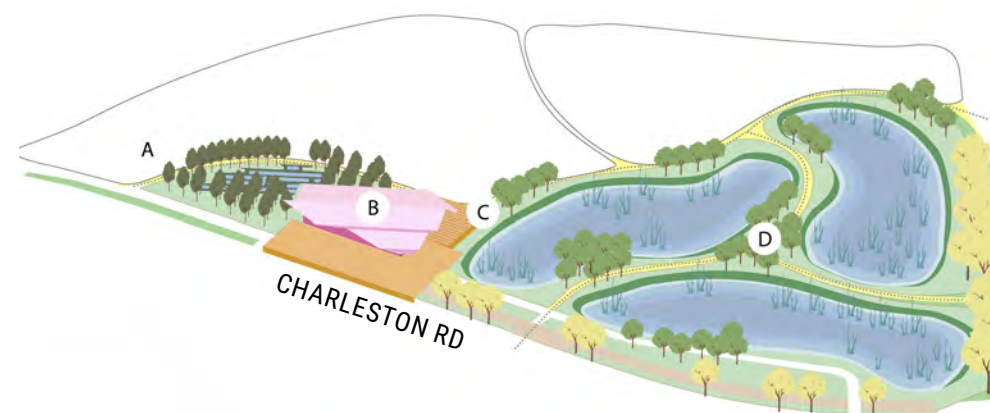
EXISTING OFFICE PARK



PROPOSED HABITAT



- | | |
|------------------|-----------------------------|
| A. WILLOW GLEN | D. COTTONWOOD EDGE |
| B. WILLOW TUNNEL | E. LIMITED ACCESS BOARDWALK |
| C. WILLOW GROVE | |



- | | |
|-------------------------|-----------------------------|
| A. WETLAND OVERLOOK | C. OBSERVATION DECK |
| B. URBAN ECOLOGY CENTER | D. OPEN WATER WETLAND BASIN |

COMMITMENTS

- **REMOVE DEVELOPMENT FROM SENSITIVE AREAS.** Remove nearly 120,000 square feet of office and 360 spaces / 3.5 acres of surface parking from area south of Charleston Retention Basin*. (++)
- **HABITAT AREAS.** 10.2 acres of habitat areas at Eco Gem*. (++)
- **EGRET ROOKERY HABITAT EXPANSION.** 6.2+ acres of open space adjacent to existing Egret Rookery*. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

 **±16.4**
acres of
habitat + trails

Figure 3.13: Eco Gem Program and Design

NBPP PRINCIPLE

Enhance Ecosystems and Habitat (continued)

PROJECT STRATEGIES: EGRET ROOKERY

In addition to supporting new habitat creation, the plan will preserve and enhance the existing egret rookery. Expanding to the west and north of the rookery, the approximately 6.2-acre Wild Gardens area will increase the total habitat area by removing one building and relocating a portion of Shorebird Way, converting pavement to parks, and creating connected habitat north and south of Charleston Road. Consistent with the NBPP egret Habitat Overlay Zone requirements, the Wild Gardens will provide extensive native habitats and retain the 1201 Charleston building.

To ensure connectivity of natural elements throughout the site, the Framework Plan will provide a substantial tree canopy to line urban corridors and frame key open spaces. All lost tree canopy will be replaced at a minimum level of 100%.

PROJECT STRATEGIES: URBAN ECOLOGY CENTER

A North Bayshore Urban Ecology Center will be located at a key vantage point overlooking a mosaic of ponds and riparian marshes within the Eco Gem. Although its specific programming has yet to be determined, its goal is to provide a facility that will promote

the connection of people to the environment through education and research. The Center will provide a community gathering space for the public, children, scientists, and nature enthusiasts to participate in the unique ecology of North Bayshore and Mountain View, and may host dynamic and interactive exhibits and programming and provide monitoring and observation of the natural environment.



Figure 3.14: Illustrative View of the Wild Gardens and Existing Egret Rookery



Figure 3.15: Illustrative View of the Eco Gem from an Outdoor Deck at the North Bayshore Urban Ecology Center

COMMITMENTS

- **EDUCATIONAL OPPORTUNITIES.** Design and build a new North Bayshore Urban Ecology Center dedicated to research and education*. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

3.2 NEIGHBORHOOD DESIGN

NBPP PRINCIPLES

- Create Distinct Areas within North Bayshore
- Create Complete Neighborhoods
- Construct Buildings that Support Public Areas
- Promote Retail, Entertainment, and the Arts
- Promote Housing Affordability
- Promote Economic Diversity



Figure 3.16: Preliminary Stakeholder Input



NBPP PRINCIPLES

Create Distinct Areas within North Bayshore

Create Complete Neighborhoods

PROJECT STRATEGIES

The Framework Plan takes a holistic approach to site planning that finds opportunity between the aspirations of the NBPP’s goals and the specific physical, economic, and technical conditions on the ground. Each area in the Framework Plan has a set of relationships that helps create the unique identity of that place. While catering to these identities, the plan ensures that each neighborhood includes a mix of housing, office, and hotel, with active uses along the meandering Social Spine, and public open spaces connected by the Green Loop. Both neighborhoods in the plan will include a variety of housing options including both rental and for-sale options available to a range of incomes. Active ground floor uses will range from restaurants, cafes, neighborhood-serving retail and entertainment, to arts and culture, maker and workshop spaces, small businesses and non-profits.

As described in Chapter 2, the Joaquin neighborhood will be anchored by Shoreline Commons as a regional draw with retail, entertainment, and higher-density housing, whereas the Shorebird neighborhood will include a more even split of housing and office uses that together support and benefit from neighborhood-focused retail and services.



Figure 3.17: Distinct Active Hearts at Shorebird and Shoreline Commons

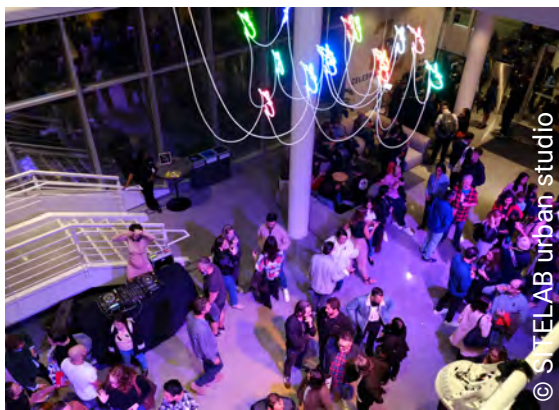


Figure 3.18: Examples of Shoreline Commons Entertainment Heart

Figure 3.19: Examples of Shorebird Neighborhood Heart

NBPP PRINCIPLES

Create Distinct Areas within North Bayshore (continued)

Create Complete Neighborhoods (continued)

PROJECT STRATEGIES

The two neighborhoods will also be made distinct by the varying spectrum of urban to natural conditions. Shoreline Boulevard will be the denser urban corridor, ensuring that lower density is located adjacent to sensitive habitat areas. Joaquin is predominantly located within the NBPP Gateway and Core Character Areas, whereas Shorebird extends from Core to General to Edge areas, and reflects that in the spectrum of experiences from urban to natural and in a range of heights from 150 feet to 45 feet.

The Framework Plan proposes a minimum of 4 square feet of residential for every square-foot of Bonus FAR office, rebalancing the district from one focused predominantly on office uses to one of Complete Neighborhoods. This proposed ratio of housing to jobs will be adopted by Google in anticipation that the City would similarly require this ratio on other properties in the district in order to ensure the successful delivery of Complete Neighborhoods across North Bayshore.

To convert North Bayshore from a place dominated by offices and automobiles, Google is committed to demolishing existing

buildings to free up land for housing and other mixed uses. First, however, Google must build a consolidated series of buildings to allow the existing workforce to be transferred; land can then be made available for residential use. This phasing of construction will directly impact the ratio of housing to jobs over time, and will ensure a final ratio on completion of 4 square feet of housing for every square-foot of remaining Bonus FAR office allocation in the Complete Neighborhood Area.

The Framework Plan anticipates that the City of Mountain View and Google enter into a Development Agreement that would provide the City with certainty on the scope, value, and timing of Enhanced Community Benefits and vest Google’s development rights.



Figure 3.20: Distinct Land Use Areas

- RESIDENTIAL
- EXISTING RESIDENTIAL
- OFFICE
- EXISTING OFFICE
- EXISTING HOTEL
- RETAIL AND ACTIVE USES
- PARKING
- DISTRICT SYSTEMS
- PUBLICLY ACCESSIBLE OPEN SPACE

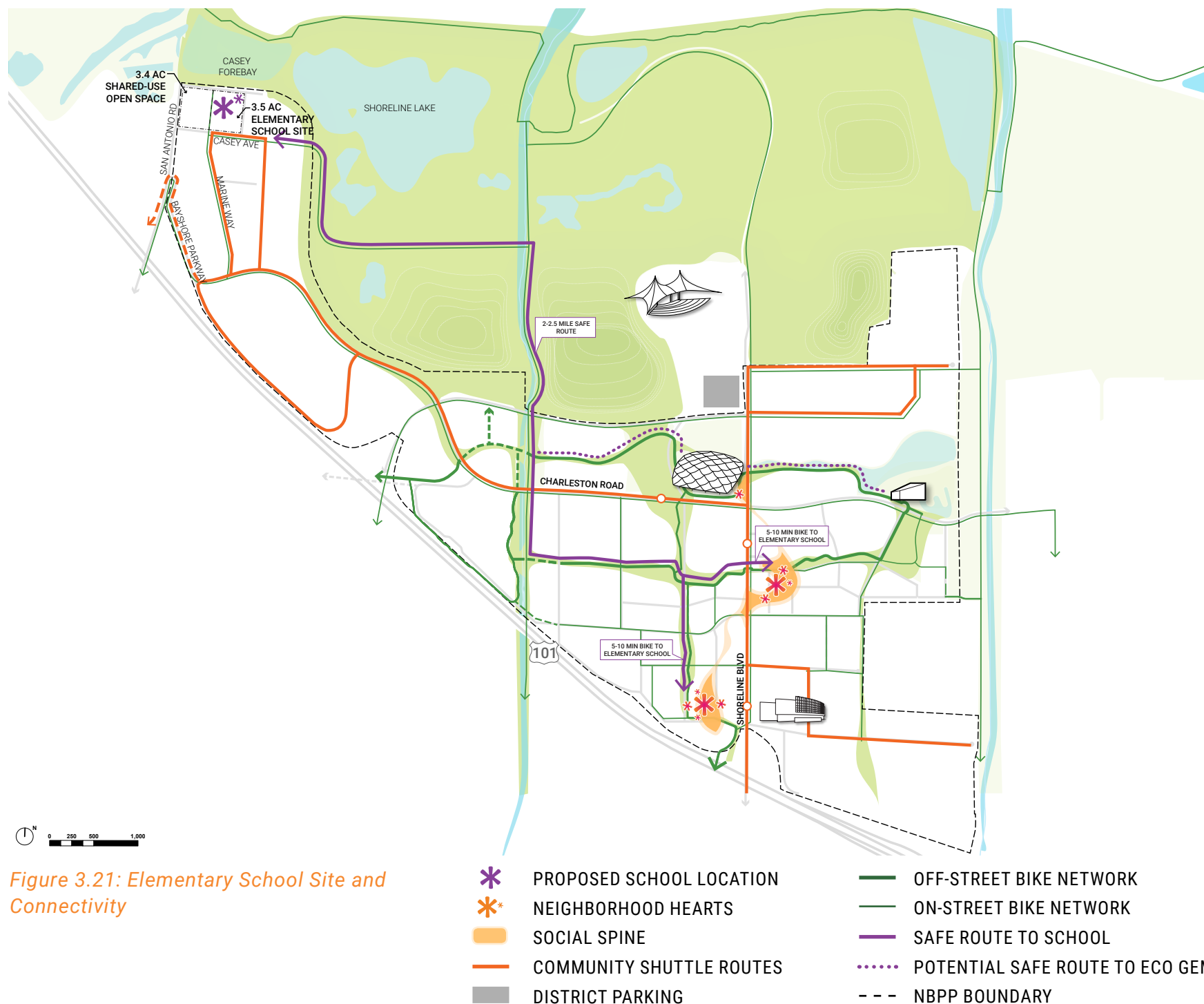


Figure 3.21: Elementary School Site and Connectivity

COMMITMENTS

- **JOBS/HOUSING BALANCE.** 4 square feet of residential per square foot of office Bonus FAR in the Complete Neighborhood Area of North Bayshore. (++)
- **NEIGHBORHOOD AMENITIES.** Space for neighborhood amenities including small market, fitness amenities, and child care. (++)
- **RETAIL AND ACTIVE USES.** 200,000-250,000 square feet of retail and active uses, of which 100,000-150,000 square feet will be provided within Shorebird*. (++)
- **SCHOOL.** Supporting the creation of a new elementary school in

North Bayshore through the dedication of a 3.5-acre site and funding contribution towards the Elementary/Middle and High School Districts. The total value of the land dedication and funding contribution equates to over 5 times the current residential school fees. (++)

• **PUBLIC OPEN SPACE.** 35 acres of new publicly accessible open space, of which 21.4 acres will be provided within Shorebird*. 31.6 acres within the Framework Site, and an additional 3.4 acres within the "Rees property" adjacent to the Baylands Nature Reserve. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment


4:1 sf
housing : bonus FAR office

NBPP PRINCIPLE

Construct Buildings that Support Public Areas

PROJECT STRATEGIES

The essential urban design approach of the project is to amplify the potential of the public realm – to use it as the organizing principle, to embed it with the history and character of the ecology of North Bayshore, and to craft buildings around it that hold density while expressing a human scale. Along primary streets, building parcels will be sited to provide a strong streetwall, whereas buildings along open spaces will be staggered or set back to create intriguing views, signature moments, and a sense of discovery. Buildings fronting all parks and open spaces will be shaped to have massing breaks or modulation to create a pedestrian-friendly experience. Within Shorebird, all residential buildings south of the Green Loop will be stepped back above the podium level.

Ground floors of all buildings will have articulation and transparency to enhance the urban experience. Buildings along the Social Spine will have retail and active uses on ground floors, in addition to freestanding pavilions, with multiple entries to draw foot traffic. Active storefronts will be designed with attention to opening out to public areas – large openings with pivot, roll-up, or sliding doors, increased transparency, and opportunities to have indoor/outdoor

uses. Office buildings along the Greenway Park will pilot a flexible approach to create multi-purpose spaces that could open up to community use when not in use as office amenities.

The Green Loop may also be lined with smaller-scaled pavilions and kiosks to serve as platforms for temporary or permanent creative programming.



Figure 3.22: Illustrative View of Residential Buildings along Joaquin Walk



Figure 3.23: Examples of Human-Scaled Architectural Treatment



Figure 3.24: Examples of Pavilions and Structures

COMMITMENTS

- **PRIORITY ACTIVE USE LOCATIONS.** Prioritize retail, active, and neighborhood-serving ground floor uses fronting the Social Spine and key locations along public open spaces. (++)
- **UPPER FLOOR STEPBACK.** A minimum stepback of 10 feet above podium level on residential buildings south of the Green Loop and facing the Social Spine within Shorebird to minimize shadow impact to the Greenway Park and Social Spine.* (++)
- **PAVILIONS AND STRUCTURES IN OPEN SPACES.** To create human-scaled elements and visual interest and activity adjacent to open spaces, the Framework Plan will provide small-scaled pavilions and structures fronting open spaces. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

NBPP PRINCIPLE

Promote Retail, Entertainment, and the Arts

PROJECT STRATEGIES

The pedestrian-oriented Social Spine is a signature element of the project that is intended to provide room for a variety of active uses including retail, food and beverage, small businesses, non-profits, co-working, maker spaces, art studios, and neighborhood amenities and services. With a variety of storefronts, the Social Spine will include micro-retail and small and medium anchor businesses, including local businesses with easily divisible spaces that can scale for different needs. Larger spaces for a food hall and local market are incorporated into the Shorebird Master Plan to provide a walkable or bike-able resource for the district. The “Beacon,” a signature presence at the intersection of the Social Spine, Shorebird Way, and the Green Loop, will include a central space for the neighborhood. The gateway area at Shoreline Commons, as envisioned by the NBPP, will serve as a regional destination with entertainment uses, such as a cinema, retail, fitness center, and a hotel.

While retail locations are concentrated within the two neighborhood hearts and along the Social Spine, the proposed ground-floor design of most buildings will be flexible to allow expanded retail areas if neighborhood demands and economics support it.

Within the expansive open space network, the Framework Plan will include multiple key pieces of public art to anchor pedestrian circulation within the open spaces. The Wild Gardens and Eco Gem areas will include educational art and signage to complement the public experience of these unique new landscapes. Select public art sites may be identified, where public art may be rotated to showcase artists and create a compelling, ever-changing experience. Select building facades may additionally be dedicated to murals or three-dimensional art.



Figure 3.25: Illustrative View of Shoreline Commons Entertainment Heart



Figure 3.26: Examples of Retail, Entertainment, and Arts Uses

COMMITMENTS

- **PUBLIC ART FUND.** Commitment to a public art fund to support art in public spaces. (++)
- **EDUCATIONAL ART.** Inclusion of interpretive elements within the Wild Gardens and Eco Gem to educate and inspire those who visit the spaces*. (++)
- **RANGE OF RETAIL.** Space for micro retail, small businesses, and neighborhood services. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

NBPP PRINCIPLE

Promote Housing Affordability

PROJECT STRATEGIES

The Framework Plan will set a new standard for delivering both market-rate and critically needed affordable housing in North Bayshore. Affordable housing within North Bayshore will allow lower- and middle-income residents more housing choices closer to work and schools, and will increase diversity and equity, essential for great neighborhoods.

The NBPP is structured to maximize affordability in the district with 15 to 20% affordability targets, establishing incentives for increased affordability in higher FAR projects. The Framework Plan will exceed the 15% baseline Tier I requirement of the NBPP by providing 20% on-site affordable housing – more than the total current number of affordable housing units in the City of Mountain View.

The Framework Plan will include a diversity of housing types and sizes, including affordable housing that serves a range of low-, moderate-, and middle-income households consistent with the NBPP Affordable Housing Administrative Guidelines.

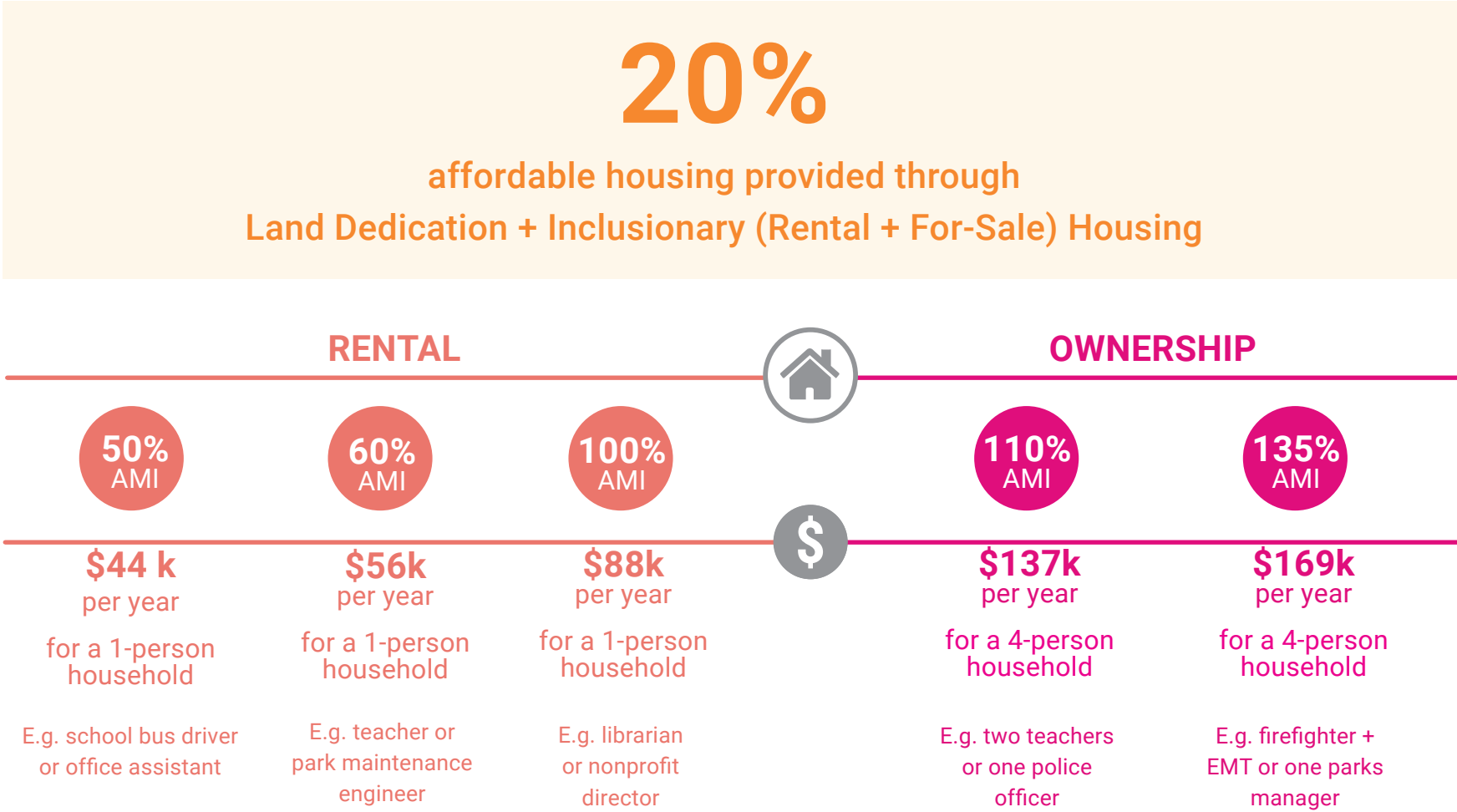


Figure 3.27: Santa Clara County Area Median Income Categories

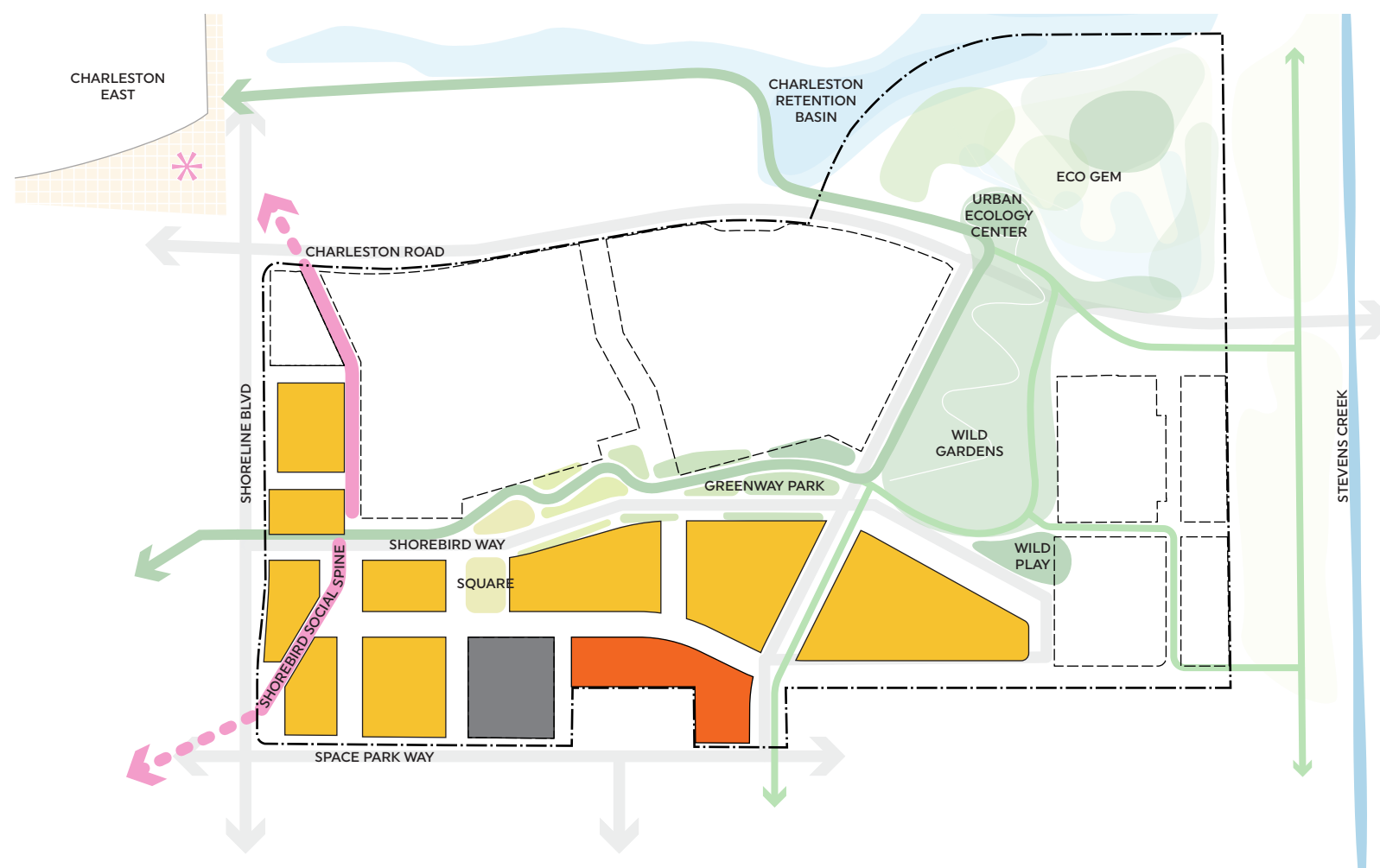


Figure 3.28: Shorebird Affordable Housing Locations

- INCLUSIONARY HOUSING
- LAND DEDICATION
- RESIDENTIAL AND RETAIL PARKING

COMMITMENTS

- **20% AFFORDABLE HOUSING.**
Provide 20% affordable housing through land dedication and inclusionary housing. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

NBPP PRINCIPLE

Promote Economic Diversity

PROJECT STRATEGIES

A complete neighborhood requires more than housing and office space. Within the Framework Site, a total of 300,000-400,000 square feet will be provided for arts, non-profits, retail, entertainment, and neighborhood-serving uses. The combination of existing and future residents alongside employees will require, and can support, the dedication of this square footage to active uses. These uses will be focused within ground floors and in pavilions in the neighborhood hearts of Shoreline Commons and Shorebird, and along the Social Spine. The spaces may be subdivided as small as 500 square feet and up to 20,000 square feet to encourage variety and provide market flexibility. Smaller spaces offer a lower barrier to entry and promote a diversity of tenants and retailers, including micro and small businesses. Providing a variety of retail sizes will allow the spaces to remain flexible and able to evolve over time ensuring a vibrancy within the neighborhood.

Within this total area, space will be reserved and subsidized for small businesses to promote business diversification and community resources.

Economic diversification of the area depends not only on affordability and retail strategies, but also on the potential of the local and non-profit community to participate. To that end, the plan will include community spaces and community services, including the North Bayshore Urban Ecology Center within the Eco Gem for use by educators, non-profits and researchers focused on the local environment and ecology.



Figure 3.29: Illustrative View of Ground Floor Uses within Shorebird



© Marpillero Architects


220,000 sf
 space for business
 diversification



© SITELAB urban studio



© Jeff Keyzer

Figure 3.30: Examples of Small Businesses and Community Amenities

COMMITMENTS

- **BUSINESS DIVERSIFICATION.** Approximately 220,000 square feet of ground floor space earmarked districtwide for retail, small business, local enterprises, and non-profits. 100,000 to 150,000 square feet within Shorebird*. Space for small businesses to promote business diversification and community resources – may include start-ups, new and/or existing local enterprises, and non-profits. (++)
- **SUPPORT LOCAL BUSINESSES.** Support ground floor businesses through subsidized or below market-rate rents. (++)
- **VISITOR ECONOMY.** New hotel to be provided to support visitor economy of the district.* (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

3.3 MOBILITY

NBPP PRINCIPLES

- Improve Transportation Connections to North Bayshore
- Concentrate Growth to Support Transit
- Promote Transit, Biking, and Walking
- Create Walkable, Human-Scaled Blocks

Note: The City of Mountain View is undertaking a North Bayshore Circulation Plan Feasibility Study to help inform the scope and timeline for transportation and circulation enhancements in North Bayshore. Proposals related to infrastructure and circulation will be informed by results of the study, and final design will be coordinated with the City.

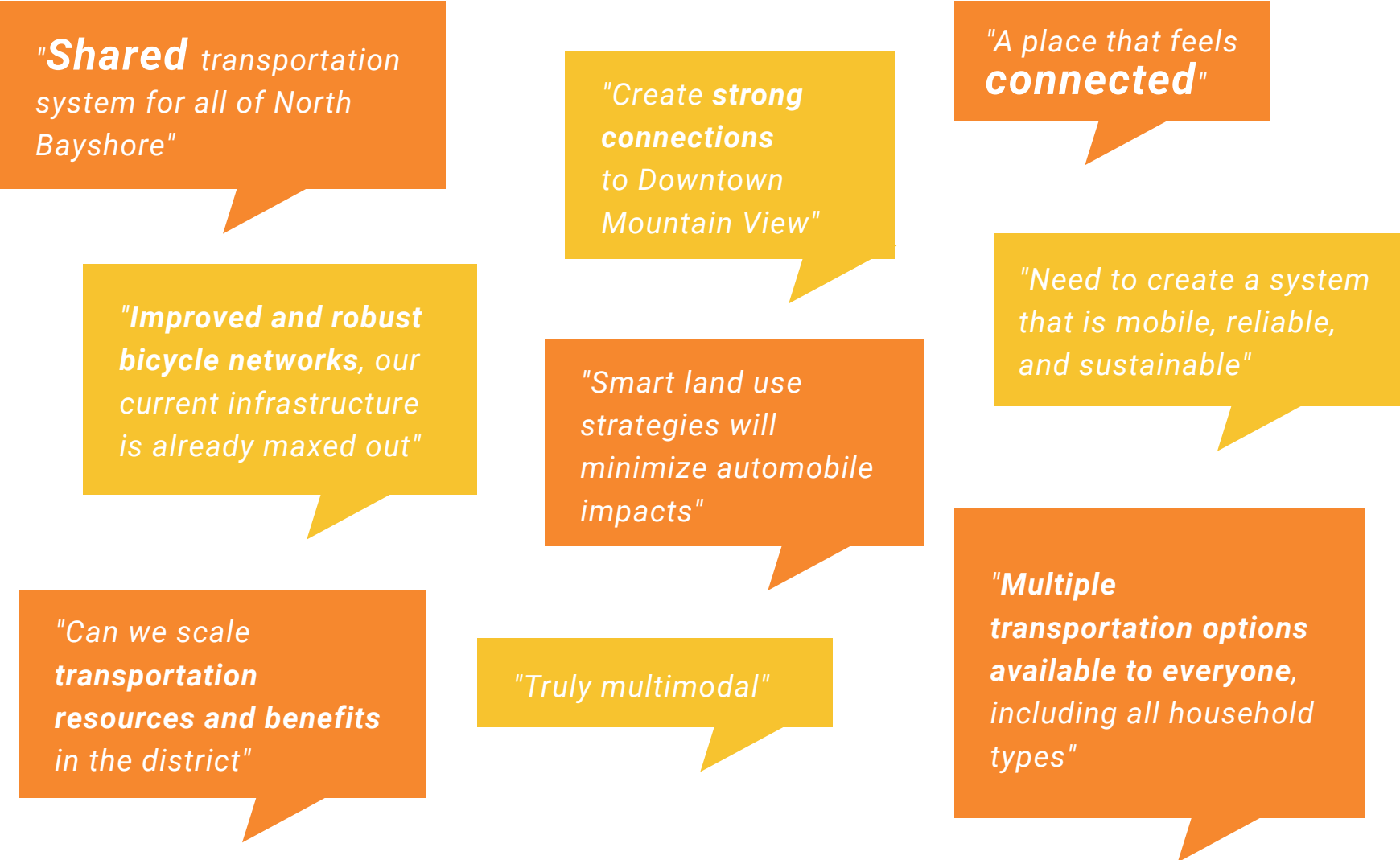


Figure 3.31: Preliminary Stakeholder Input



© Shae Rocco

NBPP PRINCIPLE

Improve Transportation
Connections to North Bayshore

PROJECT STRATEGIES

A successful future in North Bayshore depends on rethinking the district’s transportation status quo – shifting from designing for cars to designing for people and supporting flexibility for future technology and innovation to create faster, healthier, and less expensive transportation choices.

Mobility and transportation therefore require strategies big and small: expanding choices, improving infrastructure, making multi-modal options easy and compelling while reducing the appeal of single occupancy vehicle travel. The plan will employ a full suite of strategies to ensure that connectivity to, from, and within North Bayshore is enhanced.

Strategies include:

- Contributions to ongoing City programs
- Expanding Transportation Demand Management (TDM) programs for residential and office
- New connections from the Bay to downtown Mountain View by expanding the bike and pedestrian trail system across Highway 101 and Stevens Creek
- Funding for high-value studies including congestion, autonomous vehicle, and automated guideway studies to support transportation innovations

- Advancement of active mobility options within the site with a focus on creating a robust network of bicycle lanes, cycle tracks, and pedestrian paths

In addition, the Framework Plan proposes that the City adopt a new Supplemental Transportation Impact Fee (TIF) to fund a proportional share of NBPP’s Priority Transportation Improvements per square foot of remaining office Bonus FAR in the Complete Neighborhood Area of North Bayshore. The plan additionally anticipates that the City will contribute 50% of new transport infrastructure funding per the allocations in the existing nexus study¹.

The plan also proposes the adoption of a framework by which developers in North Bayshore would receive reductions in impact fees for providing the improvements that are covered by the development impact fees, such as affordable housing, parks, and transportation improvements.

Lastly, the plan’s success is tied to the City issuing Certificates of Occupancy for Google’s Bonus FAR office space, once Google has funded its proportionate share of NBPP Priority Transportation Improvements and demonstrated that those improvements will allow the proposed office project to meet the City’s district-wide vehicle trip cap.

More information can be found in the Shorebird Master Plan and Shorebird TDM Plan.

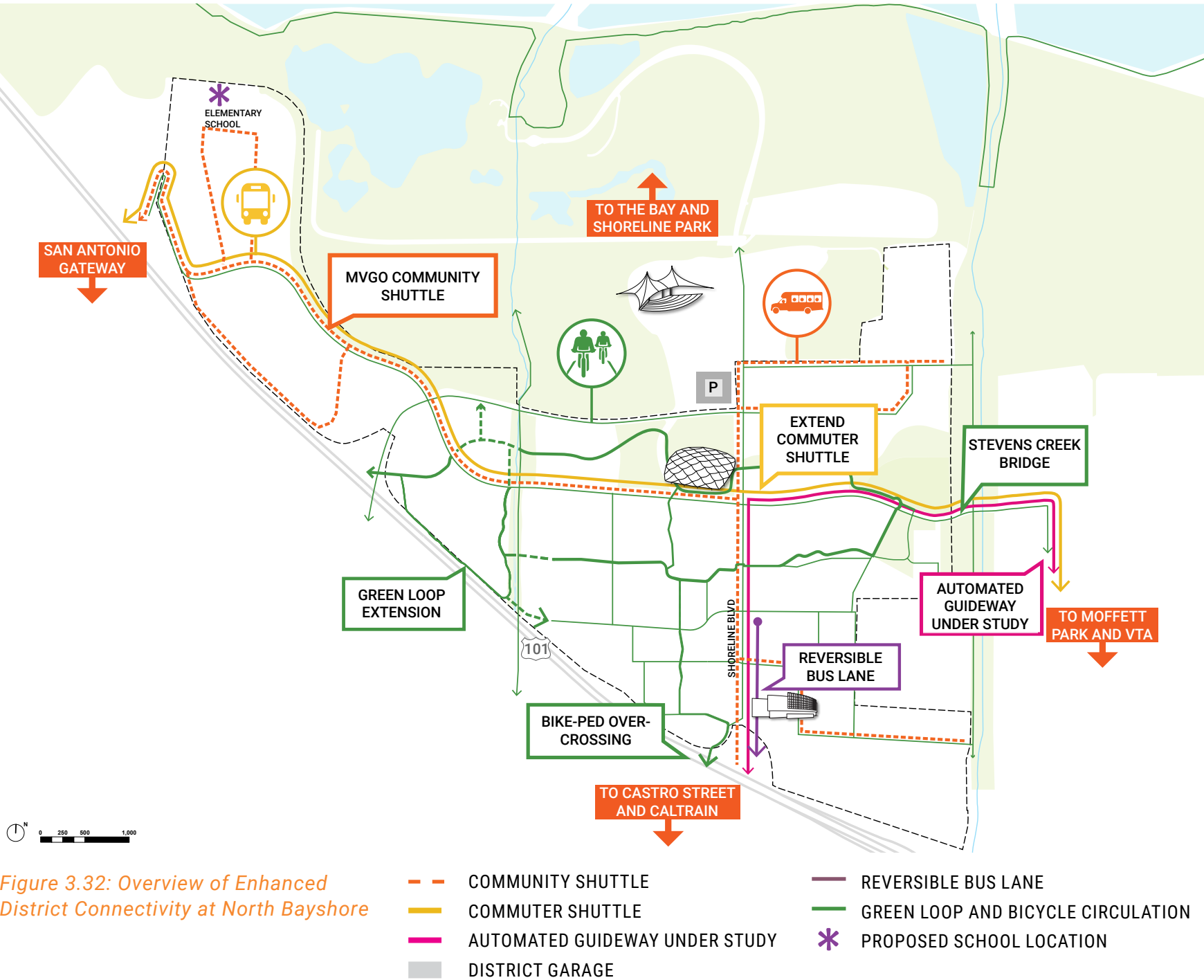


Figure 3.32: Overview of Enhanced District Connectivity at North Bayshore

¹ <https://www.mountainview.gov/civicax/filebank/blobdload.aspx?BlobID=18689>

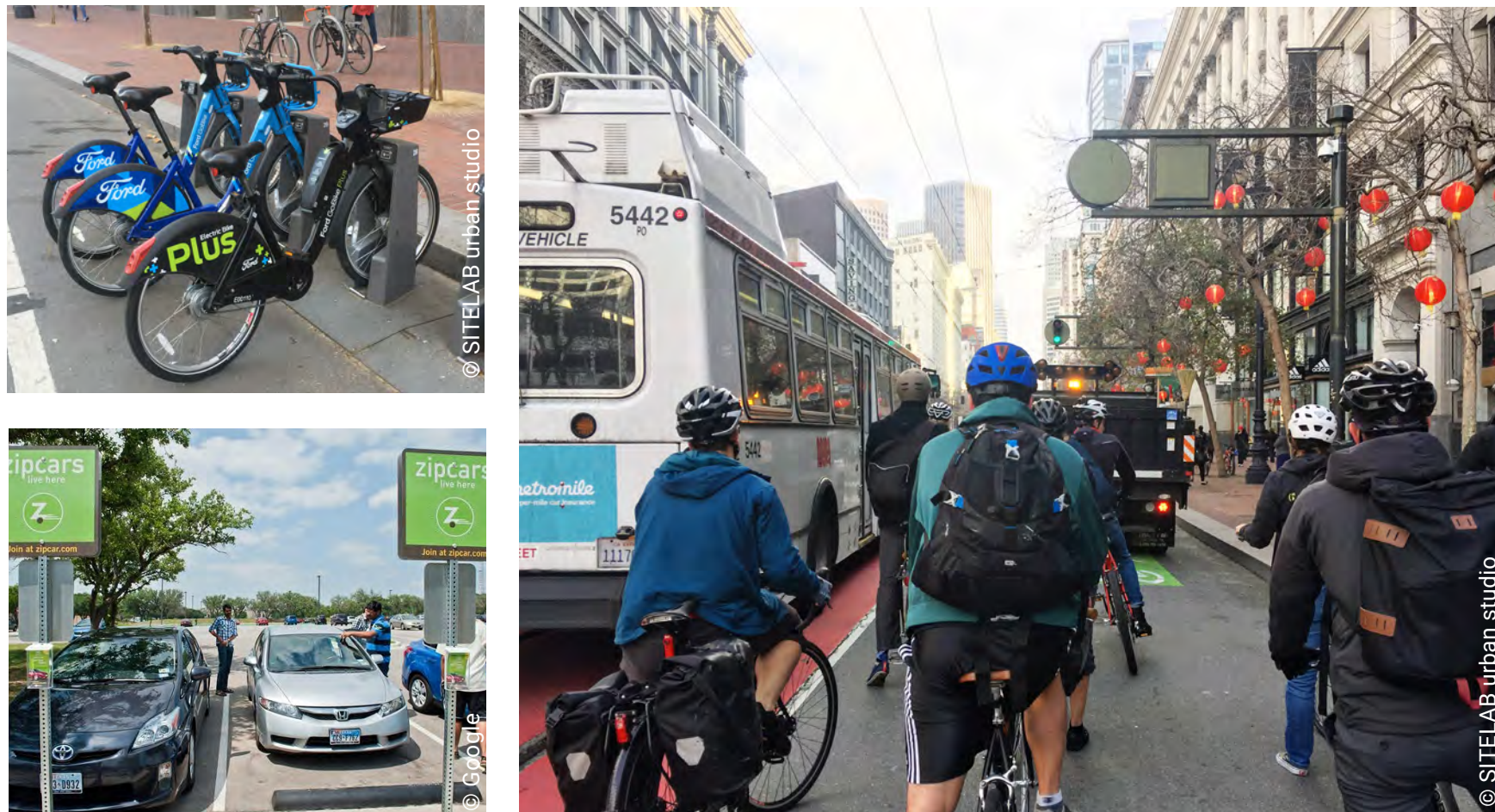


Figure 3.33: Example Strategies to Create a Multi-Modal Network

COMMITMENTS

- **TRANSPORTATION IMPACT FEE (TIF).** Payment of North Bayshore TIF. (+)
- **NEW SUPPLEMENTAL TRANSPORTATION IMPACT FEE.** Additional contributions towards the Precise Plan's Priority Transportation Projects. (++)
- **HIGH VALUE STUDIES.** Funding of Transportation Innovation Studies identified in NBPP. (++)
- **OFFICE TDM PLAN.** Ongoing funding of current office TDM program to achieve 45% SOV target. (+)
- **EXPANDED COMMUNITY SHUTTLE.** Funding of community shuttle for five years. (++)
- **RESIDENTIAL TDM PLAN.** Participation in residential TDM programs including TMA, car-share, bike-share and transit pass programs. (+)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

NBPP PRINCIPLE

Concentrate Growth to Support Transit

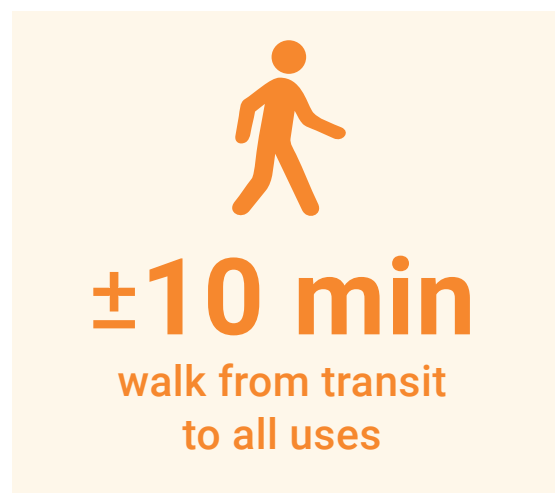
PROJECT STRATEGIES

By concentrating all new development within a 10-minute walking distance from a transit stop, the Framework Plan will support transit use, and will make walking to and from transit safe and enjoyable. As guided by the NBPP Character Areas and height limits, the majority of high-density development will be located immediately adjacent to Shoreline Boulevard within the Gateway and Core areas. A walkable network of streets with native plantings, active frontages, and conveniently located neighborhood services and amenities will be immediately accessible to all residential and commercial buildings. The proposed expanded circulation network will improve commute times and multi-modal connectivity within the district, the city and regionally.



Figure 3.34: Concept Diagram of Density and Walkability Adjacent to Transit Nodes

- PUBLIC TRANSIT
- DENSITY FROM HIGHER TO LOWER
- FIVE MIN WALKING DISTANCE RADIUS
- TEN MIN WALKING DISTANCE RADIUS
- GREEN LOOP
- DISTRICT GARAGE



COMMITMENTS

- **TRANSIT-ORIENTED DEVELOPMENT.** All new development is located within a 10-minute walking distance from transit stops. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

Figure 3.35: Examples of Active Mobility and Transit Access

NBPP PRINCIPLE

Promote Transit, Biking, and Walking

PROJECT STRATEGIES

One of the NBPP priorities is to create a district that is connected, safe and enjoyable in which to get around. To effect the transformation, streets will be designed with a multi-modal focus, providing generous sidewalks, cycle tracks, and bicycle lanes in addition to a network of off-street trails. The bicycle network will offer choices for both commuters and recreational bicyclists. Protected cycle tracks will ensure safe and comfortable biking conditions for novice cyclists, in addition to on-street bike lanes that will offer a faster-paced alternative for commuter cyclists.

The Green Loop, a multi-use 20-foot-wide trail including two-way bicycle lanes and a separated pedestrian path, will connect all neighborhoods to each other and to a greater network extending to Charleston Park and the Bay, downtown Mountain View, across Stevens Creek, and to proposed projects in the area, including the 1255 Pear project.

The Social Spine, a north-south retail and active spine, will provide a pedestrian-only passage within Shorebird and a pedestrian-priority street within Joaquin, connecting both neighborhoods seamlessly.

In conjunction with transit improvements, including investment in City and shared transportation options, the Framework Plan will create connections beyond the district

and fundamentally alter the experience of getting around within the framework area, creating a place that offers better and expanded mobility choices for a sustainable extension of Mountain View.


The Framework Plan takes a district approach to parking commercial buildings – anticipating a partnership with the City in entering into a 25-year, market-rate ground lease with City of Mountain View and Google for Google to fund, construct and operate an approximately 3,000-stall garage on Lot C of the Shoreline Amphitheatre for Google office car parking, and garage to be shared outside office hours for special events and public use. Google would design and construct the garage such that it could be converted to another use, deconstructed, or be built over with a new commercial and/or residential building or public open space. This district solution has benefits for circulation, providing parking that can be easily accessed from multiple interchanges, while allowing the neighborhood to be a more pedestrian and bicycle friendly environment.

More information can be found in the Shorebird Master Plan and Shorebird TDM Plan.




Figure 3.36: Illustrative Plan of Bicycle and Pedestrian Network, and Transit Nodes

- PEDESTRIAN CIRCULATION
- PEDESTRIAN STREETS
- PEDESTRIAN PRIORITY ZONE
- GREEN LOOP
- BICYCLE AND/OR PEDESTRIAN TRAILS



7.5+ miles
of cumulative bicycle
lanes, paths, and tracks

≤45%
maximum SOV
peak-hour trips



Figure 3.37: Examples of Active Mobility Elements

COMMITMENTS

- **TRANSIT-ORIENTED DEVELOPMENT.** All new development is located within a 10-minute walking distance from transit stops. (++)
- **BIKE AMENITIES.** Space for bike amenities including bike repair stations. (++)
- **DISTRICT PARKING STRATEGY.** Shorebird office parking ±25% on-site and ±75% off-site to consolidate parking within the district*. (++)
- **PARKING RATIOS.** Limit parking to a maximum of 2 stalls/1,000 square feet of office and 0.4 stalls/residential unit. (++)
- **ACTIVE MOBILITY.** 7.5+ cumulative miles of new and improved bike lanes, paths, and cycle tracks within Framework Site, of which 4+ miles will be provided within Shorebird*. (+)
- **SOV REDUCTION.** Meet NBPP target of 45% maximum SOV peak-hour trips through a robust TDM Plan*. (+)
- **PEDESTRIAN AND BIKE PRIORITY DESIGN.** Nearly half of the site will be prioritized for open space, pedestrians, and bike lanes.* (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

NBPP PRINCIPLE

Create Walkable, Human-Scaled Blocks

PROJECT STRATEGIES

Today, North Bayshore is largely defined by long blocks that discourage walking. Through a network of new streets, pedestrian passages, and trails, the plan will create a pedestrian-friendly environment supported by active uses, frequent ground-floor entries, and human-scaled design. The experience will be further enhanced by a varied urban grain and contrasts in scale between buildings, smaller pavilions, and landscape and open space areas.

The project will generally maintain a maximum block length of 400 feet in keeping with the NBPP. Where the block length is over 400 feet, buildings will be limited to 300 feet in length and breaks between buildings will ensure variety and rhythm that support a healthy urban environment. The proposed “grid” is a network that weaves traditional streets with bicycle paths, trails, and pedestrian only-walkways, offering multiple ways for people to circulate and experience the neighborhoods.

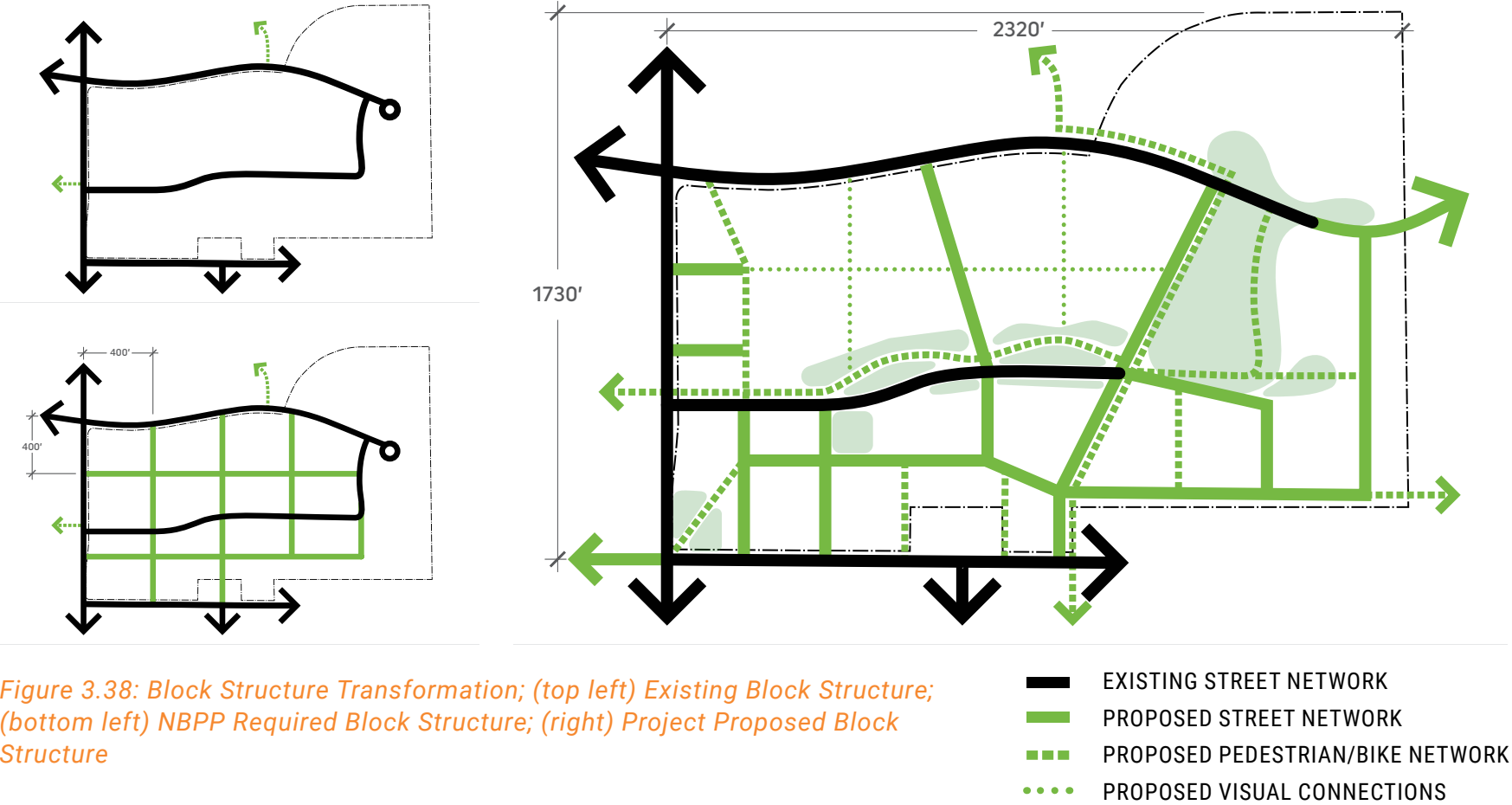




Figure 3.39: Examples of Human-Scaled Building Treatment

COMMITMENTS

- **COMPLETE STREETS.** 1.5 miles of new complete streets with generous sidewalks, special treatments, and raised intersections to indicate pedestrian-priority where appropriate and feasible*. (++)
- **PEDESTRIAN NETWORK.** Sidewalks provided in compliance with NBPP*. (+)
- **SHOREBIRD SOCIAL SPINE.** A 40-foot-wide feature element that will be designed as a pedestrian-only space within Shorebird*. (++)
- **BLOCK STRUCTURE.** Transforming two large existing blocks within Shorebird to 24 walkable blocks*. (+)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

3.4 INNOVATION + SUSTAINABILITY

NBPP PRINCIPLES

Make the Area Highly Sustainable

Minimize the Potential Consequences of Sea Level Rise



Figure 3.40: Preliminary Stakeholder Input



© Shae Rocco

NBPP PRINCIPLE

Make the Area Highly Sustainable

PROJECT STRATEGIES

The Framework Plan leads with an integrated approach to sustainable planning. Implicit in the efficient use of land and the active mobility network is an advancement of the principles of sustainable design.

To create a rich environment that supports healthy lifestyles, has a thriving natural ecosystem, and becomes a model for sustainable communities, the Framework Plan sets ambitious goals in various categories of environmental performance, including site, energy, water, materials and waste, health and experience, and innovation, inspiration and beauty, as outlined in the Shorebird Master Plan Chapters 6 and 8.

Over the past several years, Google has explored ways to improve the performance of its real estate. One of the key findings shows that district-scale infrastructure improves efficiency through centralized systems. This is especially true when a development includes a mix of office and residential buildings. By interconnecting utilities for multiple buildings across the district, the proposed infrastructure will use resources more sustainably and become significantly more resilient.

District infrastructure will contain a collection of central and nodal infrastructure components leveraging ecological elements to accomplish infrastructure functions.

Nodes may include water storage, biological wetlands, cooling towers, fuel cells, or waste collection facilities, which can be co-located to optimize maintenance, resources, and spatial needs. A Central Utility Plant (CUP) will be located at the eastern end of Shorebird, consolidating energy, thermal and water systems for more efficient use of resources and energy. In addition to functioning as a mobility corridor, the Green Loop will act as a conduit for district systems.

Buildings within the Framework Site will be designed to meet green building standards as required by the NBPP. All commercial buildings within the project will meet or exceed the LEED-NC Platinum Rating, while residential buildings will commit to achieving a GreenPoint Rating of 120 points or higher. In specific cases, the project may pursue metrics and best practices from the Living Building Challenge (LBC) and the Sustainable Sites Initiative (SITES) programs, especially for defining aspirational performance goals like Net Zero Water. In addition, buildings may include features such as rooftop open spaces or renewable resources where feasible. The transformation of the landscape will be anchored by an Urban Ecology Center that will further the collective knowledge and understanding of sustainable practices within North Bayshore.

Buildings within the district will incorporate a suite of sustainable strategies and promote overall sustainability by looking to future building technologies. With the ambition of leading with innovative and creative design solutions, multiple buildings may utilize

prefabricated as well as Cross-Laminated Timber (CLT) construction types. CLT provides an innovative and transformative building system that is sustainable, cost-effective, lightweight, and streamlined in manufacturing, transportation, and assembly processes.

While utilizing the latest known building technologies, the project will look to probe unknown future technologies to create buildings that are at the forefront of holistic sustainable design.



Figure 3.41: Examples of Sustainable Design Strategies

COMMITMENTS

- **LEED RATING.** LEED-NC Platinum rating for new office buildings. (+)
- **GREENPOINT RATING.** 120+ Points GreenPoint rated residential buildings. (+)
- **ELECTRIFICATION OF CENTRAL BUILDING HEATING AND COOLING.** Commitment to use carbon basis to exceed 10% beyond Title 24 requirement. (++)
- **CENTRAL UTILITY PLANT (CUP).** A CUP to provide thermal services to new Google-owned properties within Shorebird and Joaquin. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

NBPP PRINCIPLE

Minimize the Potential Consequences of Sea Level Rise

PROJECT STRATEGIES

Mountain View and North Bayshore are at risk of flooding as a result of sea level rise, storm surge, and terrestrial runoff. One key component of protection against the effects of climate change is reducing the impact of terrestrial flooding. Locating development in upland areas will provide a natural form of protection from sea-level rise and will allow adaptation of vulnerable land over time. Additionally, all new buildings will be protected against year 2100 projected sea-level rise levels through elevated finished floors.

At Shorebird, integrated and coordinated design of the levees and storm drain system, along with upland retention and detention, will prevent critical infrastructure from flooding and/or failing. Using the natural surface water cycle as a guide, each building site will be designed to ensure that even in the largest storms, the property still drains and operates as part of a natural hydrological system.

Additionally, to help manage large flood volumes in the future, the plan will create 5 acre-feet of additional stormwater detention volume within the Eco Gem, expanding the capacity of the Charleston Retention Basin by connecting stormwater pipes. This will benefit both Shorebird and the contributing watershed, increasing the community's

resilience to extreme storm events. To create a resilient site, a "future-proofed" Shorebird project may include an adaptive management response to ensure the site's ability to respond to flooding, protection of development and/or infrastructure against sea level rise, maintenance or improvement of current public uses of existing levee system.

Google is exploring a series of both public and private partnerships to plan for, and contribute funding towards, regional level strategies to address sea level rise (and associated climate risks), including the implementation of the South Bay Salt Ponds Restoration Project and levees along the creeks.



Figure 3.42: Illustrative View of the Eco Gem and Expanded Charleston Retention Basin Area

COMMITMENTS

- **SEA LEVEL RISE.** Protect development and infrastructure against year 2100 projected sea level rise by increasing building finished floor elevations above FEMA requirements. Development generally located in upland areas.* (+)
- **STORMWATER MANAGEMENT.** Expand Charleston Retention basin to provide an additional 5 acre-feet of stormwater detention volume during larger storm events*. (++)

(+) Meets NBPP requirement; (++) Enhanced Community Benefit; * Shorebird Master Plan commitment

3.5 OVERVIEW OF ENHANCED COMMUNITY BENEFITS

The following pages identify all the Enhanced Community Benefits and new City Policies proposed as part of the Framework Plan and Bonus FAR Requalification Request.

As previously noted, all commitments of the Shorebird Master Plan will be a part of, and contribute toward, the total framework commitments. While Shorebird commitments will be implemented through the Shorebird Master Plan document, the total Framework Plan commitments will be delivered as district-wide benefits, as requirements that apply to the entire Framework Plan area.

All commitments within Table 3.1 reflect Google’s property ownership. For a complete program summary within the Framework Plan, including other land ownership within Shoreline Commons, see Section 2.3.

Alongside the suite of Google commitments, the Framework Plan as proposed, would require a collective effort with the City, as well as other property owners, to implement the vision at a district scale. To complement our commitments and to set the foundation for a public-private partnership with the City of Mountain View, it is important to consider the policies that will support and enable the plan. This table outlines the proposed new City Policies that will ensure Google and the City can achieve the District's goals together:

- **OFFICE BONUS FAR REQUALIFICATION.** Requalify 1.175M square feet of office Bonus FAR in Shorebird (originally approved for Shoreline Commons in 2015).
 - **JOBS-HOUSING LINKAGE.** Adopt a proposed 4:1 residential square feet to office square feet ratio as a new “housing-jobs” linkage requirement for all remaining office Bonus FAR in the Complete Neighborhood Area of North Bayshore.
 - **OFFICE FAR TRANSFER FROM REES TO JOAQUIN.** Approve the transfer of 191k square feet of office FAR from Google’s Rees property to the Joaquin Complete Neighborhood (Edge to Core), in connection with our proposed land dedication for a school and shared use park.
- **SUPPLEMENTAL TRANSPORTATION IMPACT FEE.** Adopt a new supplemental transportation impact fee to fund a proportional share of NBPP’s Priority Transportation Improvements per square foot of remaining office Bonus FAR in the Complete Neighborhood Area of North Bayshore.
 - **IN-KIND IMPROVEMENT/IMPACT FEE CREDIT AND USE POLICY FOR NORTH BAYSHORE.** Adopt a framework by which developers in North Bayshore would receive reductions in impact fees for providing the improvements that are covered by the development impact fees, such as affordable housing, parks, and transportation improvements.
 - **GOOGLE PARKING AT AMPHITHEATRE.** Enter into a 25-year, market-rate ground lease with the City of Mountain View and Google for Google to fund, construct and operate a ±3,000 stall garage on Lot C of the Shoreline Amphitheatre for Google office car parking. Garage to be shared outside office hours for special events and public use.
- **CERTIFICATES OF OCCUPANCY WITH TRANSPORTATION IMPROVEMENTS.** Issue Certificates of Occupancy for Google’s Bonus FAR office space, once Google has funded its proportionate share of NBPP Priority Transportation Improvements and demonstrated that those improvements will allow the proposed office project to meet the City’s district-wide vehicle trip cap.
 - **DEVELOPMENT AGREEMENT.** City of Mountain View and Google enter into a Development Agreement that would provide the City with certainty on the scope, value and timing of Enhanced Community Benefits and vest Google’s development rights.

While all Shorebird commitments also contribute to the Framework, in this table, commitments that are delivered in part by Shorebird Master Plan and additionally by the Framework Plan are listed under both.

	SHOREBIRD MASTER PLAN COMMITMENT	FRAMEWORK-WIDE COMMITMENT	RELATIONSHIP TO NBPP REQUIREMENTS
HABITAT PROTECTION			
NETWORK OF OPEN SPACES. 35 acres of new publicly accessible open space, of which 21.4 acres will be provided within Shorebird. 31.6 acres within the Framework Site, and an additional 3.4 acres within the “Rees property” adjacent to the Baylands Nature Reserve.	x	x	(++)
PUBLIC ACCESS. Over 40% of the Framework Site will be publicly accessible. Nearly 50% of Shorebird will be publicly accessible.	x	x	(++)
OPEN SPACE DEDICATION. Google will dedicate 10.2 acres of the Eco Gem restored to natural habitat to the City of Mountain View, in addition to dedication of a 3.4-acre park for public and school use at Rees site.	x	x	(++)
MAINTENANCE. Office uses to fund maintenance and programming of publicly accessible private open spaces through a non-profit entity.	x	x	(++)
RANGE OF PROGRAMS. Open space network to include a natural playground, active recreation zones, and passive zones.	x	x	(++)
REMOVE DEVELOPMENT FROM SENSITIVE AREAS. Remove nearly 120,000 square feet of office and 360 spaces / 3.5 acres of surface parking from area south of Charleston Retention Basin.	x		(++)
HABITAT AREAS. 10.2 acres of habitat areas at Eco Gem.	x		(++)
EGRET ROOKERY HABITAT EXPANSION. 6.2+ acres of open space adjacent to existing Egret Rookery.	x		(++)
EDUCATIONAL OPPORTUNITIES. Design and build a new North Bayshore Urban Ecology Center dedicated to research and education.	x		(++)

Table 3.1: Summary of Enhanced Community Benefits

- (+) Meets NBPP requirement
- (++) Enhanced Community Benefit

	SHOREBIRD MASTER PLAN COMMITMENT	FRAMEWORK-WIDE COMMITMENT	RELATIONSHIP TO NBPP REQUIREMENTS
NEIGHBORHOOD DESIGN			
JOBS/HOUSING BALANCE. 4 square feet of residential per square foot of office Bonus FAR in the Complete Neighborhood Area of North Bayshore.	x	x	(++)
NEIGHBORHOOD AMENITIES. Space for neighborhood amenities including small market, fitness amenities, and child care.	x	x	(++)
RETAIL AND ACTIVE USES. 200,000-250,000 square feet of retail and active uses, of which 100,000-150,000 square feet will be provided within Shorebird.	x	x	(++)
SCHOOL. Supporting the creation of a new elementary school in North Bayshore through the dedication of a 3.5-acre site and funding contribution towards the Elementary/Middle and High School Districts. The total value of the land dedication and funding contribution equates to over 5 times the current residential school fees.	x	x	(++)
PUBLIC OPEN SPACE. 35 acres of new publicly accessible open space, of which 21.4 acres will be provided within Shorebird. 31.6 acres within the Framework Site, and an additional 3.4 acres within the “Rees property” adjacent to the Baylands Nature Reserve.	x	x	(++)
PRIORITY ACTIVE USE LOCATIONS. Prioritize retail, active, and neighborhood-serving ground floor uses fronting the Social Spine and key locations along public open spaces.	x	x	(++)
UPPER FLOOR STEPBACK. A minimum stepback of 10 feet above podium level on residential buildings south of the Green Loop and facing the Social Spine within Shorebird to minimize shadow impact to the Greenway Park and Social Spine.	x		(++)
PAVILIONS AND STRUCTURES IN OPEN SPACES. To create human-scaled elements and visual interest and activity adjacent to open spaces, the Framework Plan will provide small-scaled pavilions and structures fronting open spaces.	x	x	(++)
PUBLIC ART FUND. Commitment to a public art fund to support art in public spaces.	x	x	(++)
EDUCATIONAL ART. Inclusion of interpretive elements within the Wild Gardens and Eco Gem to educate and inspire those who visit the spaces.	x		(++)
RANGE OF RETAIL. Space for micro retail, small businesses, and neighborhood services.	x	x	(++)
20% AFFORDABLE HOUSING. Provide 20% affordable housing through land dedication and inclusionary housing.	x	x	(++)
BUSINESS DIVERSIFICATION. Approximately 220,000 square feet of ground floor space earmarked districtwide for retail, small business, local enterprises, and non-profits. 100,000 to 150,000 square feet within Shorebird. Space for small businesses to promote business diversification and community resources – may include start-ups, new and/or existing local enterprises, and non-profits.	x	x	(++)
SUPPORT LOCAL BUSINESSES. Support ground floor businesses through subsidized or below market-rate rents.	x	x	(++)
VISITOR ECONOMY. New hotel to be provided to support visitor economy of the district.	x		(++)

(+) Meets NBPP requirement
 (++) Enhanced Community Benefit

	SHOREBIRD MASTER PLAN COMMITMENT	FRAMEWORK-WIDE COMMITMENT	RELATIONSHIP TO NBPP REQUIREMENTS
MOBILITY			
TRANSPORTATION IMPACT FEE (TIF). Payment of North Bayshore TIF.	x	x	(+)
NEW SUPPLEMENTAL TRANSPORTATION IMPACT FEE. Additional contributions towards the Precise Plan's Priority Transportation Projects.	x	x	(++)
HIGH VALUE STUDIES. Funding of Transportation Innovation Studies identified in NBPP.	x	x	(++)
OFFICE TDM PLAN. Ongoing funding of current office TDM program to achieve 45% SOV target.	x	x	(+)
EXPANDED COMMUNITY SHUTTLE. Funding of community shuttle for five years.	x	x	(++)
RESIDENTIAL TDM PLAN. Participation in residential TDM programs including TMA, car-share, bike-share and transit pass programs.	x	x	(+)
TRANSIT-ORIENTED DEVELOPMENT. All new development is located within a 10-minute walking distance from transit stops.	x	x	(++)
ACTIVE MOBILITY. 7.5+ cumulative miles of new and improved bike lanes, paths, and cycle tracks within Framework Site, of which 4+ miles will be provided within Shorebird.	x	x	(+)
SOV REDUCTION. Meet NBPP target of 45% maximum SOV peak-hour trips through a robust TDM Plan.	x		(+)
BIKE AMENITIES. Space for bike amenities including bike repair stations.	x	x	(++)
DISTRICT PARKING STRATEGY. Shorebird office parking ±25% on-site and ±75% off-site to consolidate parking within the district.	x		(++)
PARKING RATIOS. Limit parking to a maximum of 2 stalls/1,000 square feet of office and 0.4 stalls/residential unit.	x	x	(++)
PEDESTRIAN AND BIKE PRIORITY DESIGN. Nearly half of the site will be prioritized for open space, pedestrians, and bike lanes.	x		(++)
COMPLETE STREETS. 1.5 miles of new complete streets with generous sidewalks, special treatments, and raised intersections to indicate pedestrian-priority where appropriate and feasible.	x		(++)
PEDESTRIAN NETWORK. Sidewalks provided in compliance with NBPP.	x		(+)
SHOREBIRD SOCIAL SPINE. A 40-foot-wide feature element that will be designed as a pedestrian-only space within Shorebird.	x		(++)
BLOCK STRUCTURE. Transforming two large existing blocks within Shorebird to 24 walkable blocks.	x		(+)

(+) *Meets NBPP requirement*
 (++) *Enhanced Community Benefit*

INNOVATION + SUSTAINABILITY	SHOREBIRD MASTER PLAN COMMITMENT	FRAMEWORK-WIDE COMMITMENT	RELATIONSHIP TO NBPP REQUIREMENTS
LEED RATING. LEED-NC Platinum rating for new office buildings.	x	x	(+)
GREENPOINT RATING. 120+ Points GreenPoint rated residential buildings.	x	x	(+)
ELECTRIFICATION OF CENTRAL BUILDING HEATING AND COOLING. Commitment to use carbon basis to exceed 10% beyond Title 24 requirement.	x	x	(++)
CENTRAL UTILITY PLANT (CUP). A CUP to provide thermal services to new Google-owned properties within Shorebird and Joaquin.	x	x	(++)
SEA LEVEL RISE. Protect development and infrastructure against year 2100 projected sea level rise by increasing building finished floor elevations above FEMA requirements. Development generally located in upland areas.	x		(+)
STORMWATER MANAGEMENT. Expand Charleston Retention basin to provide an additional 5 acre-feet of stormwater detention volume during larger storm events.	x		(++)

IMPACT TO STAFF RESOURCES. If Google's current Reimbursement Agreement with the City for City Staff time and resources will not cover this Requalification Request, Google will enter into a new Reimbursement Agreement with the City.

TBD

(+) *Meets NBPP requirement*
(++) *Enhanced Community Benefit*



Illustrative rendering conceptual only, subject to change





4

APPENDIX

A. CHECKLIST OF QUALIFYING CRITERIA.....	84
B. PROJECT COMPARISON OF BONUS FAR COMMITMENTS.....	85
C. MIXED USE BONUS FAR TIER SUMMARY.....	90
D. PHASING OF PROPOSED TRANSPORTATION IMPROVEMENTS AND DEVELOPMENT	92
E. PRELIMINARY SHOREBIRD TRIP CAP ASSESSMENT.....	95

A. CHECKLIST OF QUALIFYING CRITERIA

Table A.1 indexes all qualifying criteria identified in NBPP Appendix F: Bonus FAR Review Guidelines (Amended December 12, 2017), which lists evaluation criteria by which City Council may consider this project for Bonus FAR allocation, as well as the location of relevant material in the document.

QUALIFYING CRITERIA	DOCUMENT REFERENCE	
HABITAT PROTECTION		
Expand and Improve Public Spaces	Section 3.1	
Enhance Ecosystems and Habitat		
NEIGHBORHOOD DESIGN		
Create Distinct Areas within North Bayshore	Section 3.2	
Create Complete Neighborhoods		
Construct Buildings that Support Public Areas		
Promote Retail, Entertainment, and the Arts		
Promote Housing Affordability		
Promote Economic Diversity	Section 3.3	
MOBILITY		
Improve Transportation Connections to North Bayshore		
Concentrate Growth to support Transit		
Promote Transit, Biking, and Walking		
Create Walkable, Human-Scaled Blocks	Section 3.4	
INNOVATION + SUSTAINABILITY		
Make the Area Highly Sustainable		
Minimize the Potential Consequences of Sea Level Rise		

QUALIFYING CRITERIA	DOCUMENT REFERENCE
The number of vehicle trips associated with development and proposed improvements to implement the CIP Action Plan, and the effect on trip cap and roadway performance;	Appendix E
Size/scope of habitat enhancements;	Section 3.2
Small business preservation and enhancements;	Section 3.2
Non-auto transportation improvements and performance;	Section 3.3 + Appendix D
Enhanced community benefits;	Section 3.5
District-wide improvements, which could include transportation, habitat, or utility projects in collaboration with different companies;	Section 3.1, Section 3.3, Section 3.4, Section 3.5, + Appendix D
Phasing of proposed improvements and development;	Appendix D
Impacts to staff resources; and	Section 3.5
The quality and thoroughness of submitted application materials.	All

Table A.1: Qualifying Criteria Reference

B. PROJECT COMPARISON OF BONUS FAR COMMITMENTS

In 2015, the Mountain View City Council allocated 1.451 million square feet of Bonus FAR to the Sywest Shoreline Commons proposal. Since that time, ownership of a portion of the site has changed, and the vision for the site is no longer consistent with the proposal reviewed in 2015. This document represents Google’s application for requalification of 1.175 million square feet of the Bonus FAR, and for that 1.175 million square feet to be transferred from Shoreline Commons to Shorebird. The tables below provide a comparison between the approved project in 2015 and the 2018 Framework Plan and Bonus FAR Requalification Request.

	2015 SHORELINE COMMONS	2018 NBS FRAMEWORK PLAN + BONUS FAR REQUALIFICATION REQUEST (GOOGLE-OWNED)
RESIDENTIAL UNITS ¹	-	6,000 - 6,600 units
AFFORDABLE HOUSING	-	20%
RESIDENTIAL SF ¹	-	±5,200,000
OFFICE BONUS FAR	1,451,000	1,175,000
OFFICE RETAINED/REPLACED SF	201,000	1,671,000
REES PROPERTY OFFICE FAR	-	191,000
TOTAL OFFICE SF	1,652,000	3,037,000
HOTEL ROOMS	-	±400 rooms
HOTEL SF	-	200,000 - 300,000
RETAIL + ENTERTAINMENT SF ²	236,500	200,000 - 300,000
EDUCATION	-	3.5 ac at Rees Property
DISTRICT SYSTEMS SF ²	-	100,000 - 150,000
RESIDENTIAL PARKING SF ³	-	900,000 - 1,200,000
TOTAL SF ⁴	1,888,500	9,400,000 - 9,800,000
SITE AREA	24.7 ac	112.6 ac + 6.9 ac at Rees Property
TOTAL OPEN SPACE	N/A	31.6 ac + 3.4 ac at Rees Property

Table B.1: Development Program Comparison

NOTES:

Unless otherwise noted, units indicate gross square feet (GSF) rounded to nearest 10,000, except for office use which is rounded to the nearest 1,000, and total GSF which is rounded to nearest 100,000.

¹Residential unit count and GSF based on average unit size of 700 net square feet. Total units shown are indicative and are subject to further refinement in proposed Master Plans and Planned Community Permits.

²For all character areas except Gateway, building spaces for small business, public-serving uses, retail, grocery stores, as well as district-level utility systems may be excluded from allowable gross floor area calculations (p.63, NBPP)

³Commercial projects shall not include above grade parking structures in the FAR calculations. Residential projects shall include above grade parking structures in the project's FAR calculations" (p.63, NBPP)

⁴Total GSF of Joaquin neighborhood includes retail, small businesses, and public-serving uses, which may be deducted from total GSF once further defined, in keeping with NBPP FAR exemptions (p.63, NBPP)

2015 SHORELINE COMMONS	2018 NBS FRAMEWORK PLAN + BONUS FAR REQUALIFICATION REQUEST
HABITAT PROTECTION	
-	NETWORK OF OPEN SPACES. 35 acres of new publicly accessible open space, of which 21.4 acres will be provided within Shorebird. 31.6 acres within the Framework Site, and an additional 3.4 acres within the “Rees property” adjacent to the Baylands Nature Reserve.
-	PUBLIC ACCESS. Over 40% of the Framework Site will be publicly accessible. Nearly 50% of Shorebird will be publicly accessible.
-	OPEN SPACE DEDICATION. Google will dedicate 10.2 acres of the Eco Gem restored to natural habitat to the City of Mountain View, in addition to dedication of a 3.4-acre park for public and school use at Rees site.
-	MAINTENANCE. Office uses to fund maintenance and programming of publicly accessible private open spaces through a non-profit entity.
-	RANGE OF PROGRAMS. Open space network to include a natural playground, active recreation zones, and passive zones.
-	REMOVE DEVELOPMENT FROM SENSITIVE AREAS. Remove nearly 120,000 square feet of office and 360 spaces / 3.5 acres of surface parking from area south of Charleston Retention Basin.
-	HABITAT AREAS. 10.2 acres of habitat areas at Eco Gem.
	EGRET ROOKERY HABITAT EXPANSION. 6.2+ acres of open space adjacent to existing Egret Rookery.
-	EDUCATIONAL OPPORTUNITIES. Design and build a new North Bayshore Urban Ecology Center dedicated to research and education.

Table B.2: Community Benefits Comparison

2015 SHORELINE COMMONS

2018 NBS FRAMEWORK PLAN + BONUS FAR REQUALIFICATION REQUEST

NEIGHBORHOOD DESIGN

SMALL BUSINESS PRESERVATION. Opportunities for Local Small Business and Preservation (30,000-50,000)

JOBS/HOUSING BALANCE. 4 square feet of residential per square foot of office Bonus FAR in the Complete Neighborhood Area of North Bayshore.

UNSCHEDULED PROJECT US-27. Mountain View Public Library Remodel

NEIGHBORHOOD AMENITIES. Space for neighborhood amenities including small market, fitness amenities, and child care.

-

RETAIL AND ACTIVE USES. 200,000-250,000 square feet of retail and active uses, of which 100,000-150,000 square feet will be provided within Shorebird.

-

SCHOOL. Supporting the creation of a new elementary school in North Bayshore through the dedication of a 3.5-acre site and funding contribution towards the Elementary/ Middle and High School Districts. The total value of the land dedication and funding contribution equates to over 5 times the current residential school fees.

-

PUBLIC OPEN SPACE. 35 acres of new publicly accessible open space, of which 21.4 acres will be provided within Shorebird. 31.6 acres within the Framework Site, and an additional 3.4 acres within the “Rees property” adjacent to the Baylands Nature Reserve.

-

PRIORITY ACTIVE USE LOCATIONS. Prioritize retail, active, and neighborhood-serving ground floor uses fronting the Social Spine and key locations along public open spaces.

-

UPPER FLOOR STEPBACK. A minimum stepback of 10 feet above podium level on residential buildings south of the Green Loop and facing the Social Spine within Shorebird to minimize shadow impact to the Greenway Park and Social Spine.

-

PAVILIONS AND STRUCTURES IN OPEN SPACES. To create human-scaled elements and visual interest and activity adjacent to open spaces, the Framework Plan will provide small-scaled pavilions and structures fronting open spaces.

-

PUBLIC ART FUND. Commitment to a public art fund to support art in public spaces.

-

EDUCATIONAL ART. Inclusion of interpretive elements within the Wild Gardens and Eco Gem to educate and inspire those who visit the spaces.

-

RANGE OF RETAIL. Space for micro retail, small businesses, and neighborhood services.

-

20% AFFORDABLE HOUSING. Provide 20% affordable housing through land dedication and inclusionary housing.

-

BUSINESS DIVERSIFICATION. Approximately 220,000 square feet of ground floor space earmarked districtwide for retail, small business, local enterprises, and non-profits. 100,000 to 150,000 square feet within Shorebird. Space for small businesses to promote business diversification and community resources – may include start-ups, new and/or existing local enterprises, and non-profits.

-

SUPPORT LOCAL BUSINESSES. Support ground floor businesses through subsidized or below market-rate rents.

-

VISITOR ECONOMY. New hotel to be provided to support visitor economy of the district.

2015 SHORELINE COMMONS

2018 NBS FRAMEWORK PLAN + BONUS FAR REQUALIFICATION REQUEST

MOBILITY

IMPROVEMENT T-11. Frontage Road along 101 between Landings to Plymouth

TRANSPORTATION IMPACT FEE (TIF). Payment of North Bayshore TIF.

IMPROVEMENTS T-1, T-17, T-18. Improve Shoreline Between 101 and Plymouth

NEW SUPPLEMENTAL TRANSPORTATION IMPACT FEE. Additional contributions towards the Precise Plan’s Priority Transportation Projects.

IMPROVEMENT T-8. Ped/Bike Bridge over 101

HIGH VALUE STUDIES. Funding of Transportation Innovation Studies identified in NBPP.

IMPROVEMENT T-10, T-16. North/South connection, parallel to Shoreline between 101 and Charleston Road

OFFICE TDM PLAN. Ongoing funding of current office TDM program to achieve 45% SOV target.

-

EXPANDED COMMUNITY SHUTTLE. Funding of community shuttle for five years.

-

RESIDENTIAL TDM PLAN. Participation in residential TDM programs including TMA, car-share, bike-share and transit pass programs.

-

TRANSIT-ORIENTED DEVELOPMENT. All new development is located within a 10-minute walking distance from transit stops.

-

ACTIVE MOBILITY. 7.5+ cumulative miles of new and improved bike lanes, paths, and cycle tracks within Framework Site, of which 4+ miles will be provided within Shorebird.

-

SOV REDUCTION. Meet NBPP target of 45% maximum SOV peak-hour trips through a robust TDM Plan.

-

BIKE AMENITIES. Space for bike amenities including bike repair stations.

-

DISTRICT PARKING STRATEGY. Shorebird office parking ±25% on-site and ±75% off-site to consolidate parking within the district.

-

PARKING RATIOS. Limit parking to a maximum of 2 stalls/1,000 square feet of office and 0.4 stalls/residential unit.

-

PEDESTRIAN AND BIKE PRIORITY DESIGN. Nearly half of the site will be prioritized for open space, pedestrians, and bike lanes.

-

COMPLETE STREETS. 1.5 miles of new complete streets with generous sidewalks, special treatments, and raised intersections to indicate pedestrian-priority where appropriate and feasible.

-

PEDESTRIAN NETWORK. Sidewalks provided in compliance with NBPP.

-

SHOREBIRD SOCIAL SPINE. A 40-foot-wide feature element that will be designed as a pedestrian-only space within Shorebird.

-

BLOCK STRUCTURE. Transforming two large existing blocks within Shorebird to 24 walkable blocks.

2015 SHORELINE COMMONS	2018 NBS FRAMEWORK PLAN + BONUS FAR REQUALIFICATION REQUEST
INNOVATION + SUSTAINABILITY	
NET ZERO. Achievement of Net Zero Energy Use	LEED RATING. LEED-NC Platinum rating for new office buildings.
-	GREENPOINT RATING. 120+ Points GreenPoint rated residential buildings.
-	ELECTRIFICATION OF CENTRAL BUILDING HEATING AND COOLING. Commitment to use carbon basis to exceed 10% beyond Title 24 requirement.
-	CENTRAL UTILITY PLANT (CUP). A CUP to provide thermal services to new Google-owned properties within Shorebird and Joaquin.
-	SEA LEVEL RISE. Protect development and infrastructure against year 2100 projected sea level rise by increasing building finished floor elevations above FEMA requirements. Development generally located in upland areas.
-	STORMWATER MANAGEMENT. Expand Charleston Retention basin to provide an additional 5 acre-feet of stormwater detention volume during larger storm events.
OTHER	
-	IMPACT TO STAFF RESOURCES. If Google's current Reimbursement Agreement with the City for City Staff time and resources will not cover this Requalification Request, Google will enter into a new Reimbursement Agreement with the City.

C. MIXED USE BONUS FAR TIER SUMMARY

The following is a summary of Enhanced Community Benefits that Google is committing to as part of the Framework Plan and Bonus FAR Requalification Request. These commitments align with the NBPP’s intent to transform North Bayshore by improving transportation, expanding neighborhood services and mix of uses, and reinvigorating the underlying ecology of the region.

The commitments listed here are discussed in further detail in Chapter 3 of this document, and the FAR calculations are further described in Section 4.6 of the Shorebird Master Plan.

As stated in the NBPP, mixed-use residential projects shall include all of the following when exceeding an overall FAR of 1.0:

BASELINE:

All projects must:

- Propose a Local School Strategy to support new local schools in or adjacent to the North Bayshore Precise Plan area
- Implement additional green building and site design measures as set forth in Appendix B of the NBPP

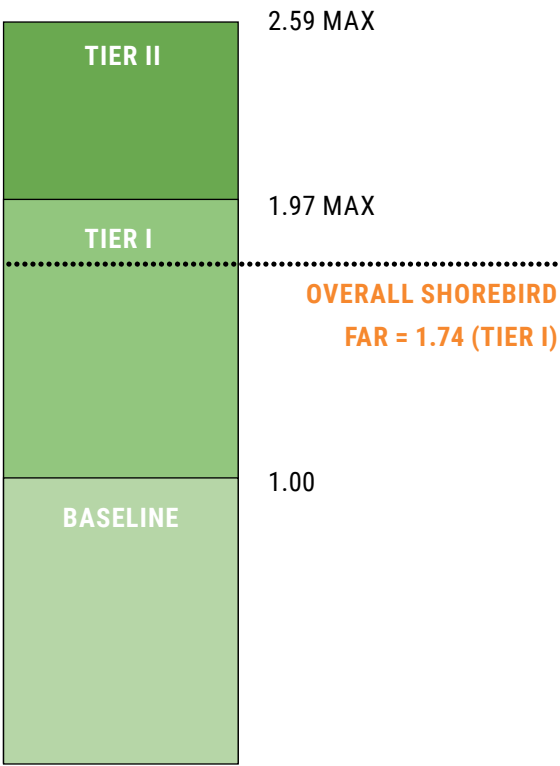
TIER I

- Provide at least 15% affordable residential units on-site

TIER II

- Provide at least 20% affordable residential units on-site

RESIDENTIAL BONUS FAR (OVERALL MIXED-USE FAR)



TIER	COMMITMENTS
I	SCHOOL. Dedication of a 3.5-acre elementary school site and funding contribution towards the Elementary and High School Districts. The total value of the land dedication and funding contribution equates to over 5 times the current residential school fees.
II	20% AFFORDABLE HOUSING. Providing 20% affordable housing through land dedication and inclusionary housing.

Table C.1: Mixed-Use FAR Tier Commitment Summary

The NBPP establishes the following requirements for non-residential, and non-residential components of mixed use projects on the overall non-residential FAR above 0.45:

BASELINE

All projects must:

- Meet the applicable standards for Land Use and Design Chapter; and
- Meet the green building standards described in the Green Building and Site Design Chapter

TIER I

Earn both of the following FAR bonuses

- LEED Platinum or equivalent green building standard
- Public benefit or district-improvement project, focusing on transportation

TIER II

Earn one of the following FAR bonuses:

- Higher-performance green building
- Zero net green building
- Public benefit or district-improvement project

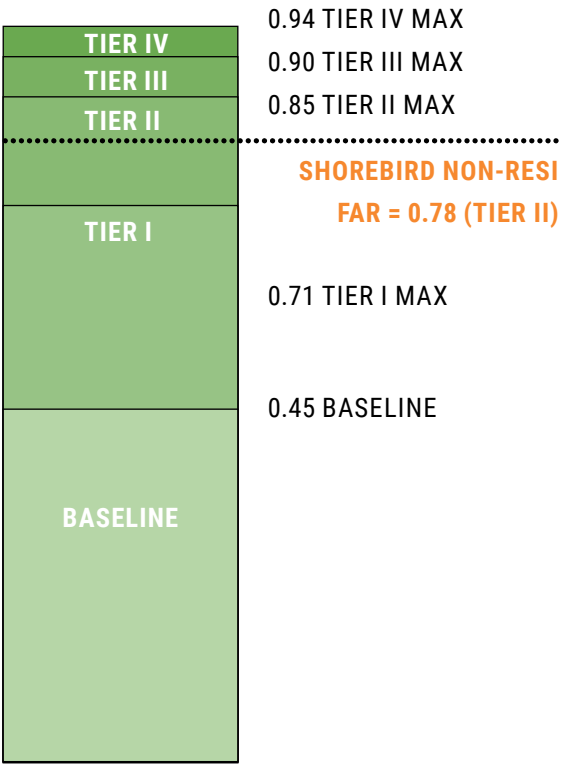
TIER III

Earn one additional FAR bonus:

- Higher-performance green building
- Zero net green building
- Transfer of Development
- Public benefit or district-improvement project

TIER IV

- Transfer of Development



NON-RESIDENTIAL BONUS FAR

TIER	COMMITMENTS
I	GREEN BUILDING STANDARD. LEED-NC Platinum rating for new non-residential buildings.
I	TRANSPORTATION-FOCUSED DISTRICT-IMPROVEMENT PROJECT. Funding of high-value transportation innovation studies identified in NBPP
II	HIGHER-PERFORMANCE GREEN BUILDING. Commitment to use carbon basis to exceed 10% beyond Title 24 requirement through the electrification of building heating and cooling systems.

Table C.2: Non-Residential FAR Tier Commitment Summary

NOTE: On- or off-site improvement projects may include new affordable housing units, public art, habitat expansion or enhancement, district sustainability systems, new open space, construction or contribution to shared district parking facilities, district transportation improvements, expansion of existing TDM programs to other properties, or other projects proposed by applicants. Specific public benefit or district-improvement projects shall be determined during review of the proposed project.

APPENDIX

D. PHASING

PROPOSED TRANSPORTATION IMPROVEMENTS

The Framework Plan’s response to capacity and congestion challenges is district-wide, and the project is committed to supporting a Priority Transportation Improvements envisioned in the NBPP. Those projects include but are not limited to:

- Stevens Creek Bridge
- Charleston Road Underpass
- La Avenida Direct Ramp
- CRAG Intersection Improvements
- Rengstorff Interchange Direct Access
- Shoreline Boulevard Corridor/ Interchange Improvements
- Completion of Inigo Way extension to Charleston Road

Google will support the City’s infrastructure implementation plan through its contribution to a new, supplemental Transportation Impact Fee (TIF). Google supports the City’s delivery of both the NBPP Priority Transportation Improvement Projects to increase roadway capacity at the gateways and within the district, and wider network improvements within the district.

A preliminary assessment of new vehicle trips generated by the project concludes that the Shorebird project would comply with the City of Mountain View’s trip cap policy, this assessment includes a combination of the above-capacity improvement projects and distribution of trips to the gateways. For more information on the projected trips and capacity improvements see Appendix E.

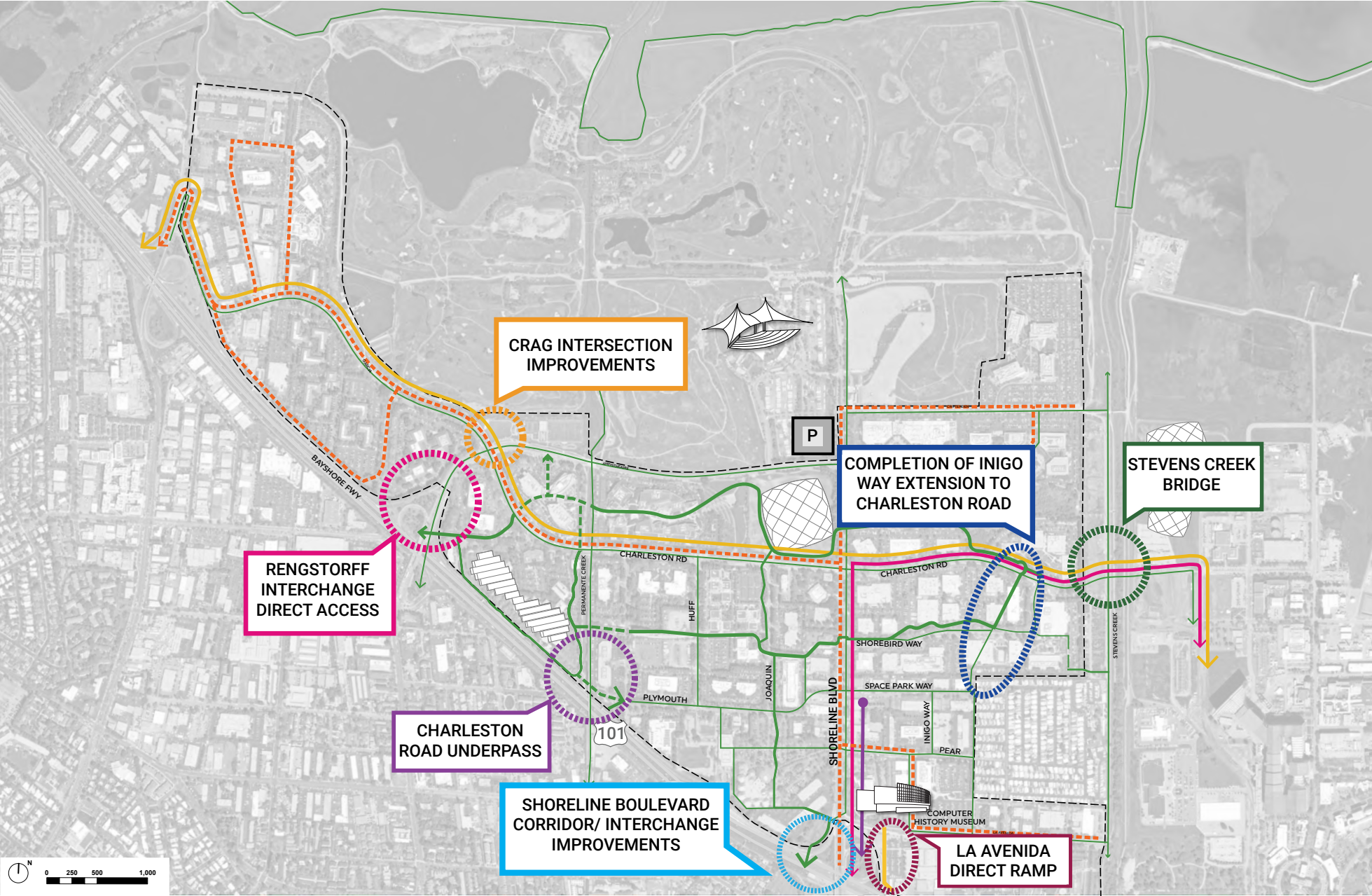


Figure D.1: City Priority Transportation Improvements

DEVELOPMENT PHASING

To convert North Bayshore from a place dominated by offices and automobiles, Google would demolish existing office buildings to free up land for housing and other uses. Before Google can demolish its existing office buildings that accommodate its workforce, it must first construct a consolidated and densified series of buildings to allow that workforce to be relocated. Once the workforce has been relocated, land could be made available to a residential developer to deliver the first phases of housing units. This phasing of the project’s construction directly impacts the ratio of housing to jobs over time, and would ensure a final ratio on completion of 4 square feet of housing for every 1 square foot of office.

Shorebird would be delivered by Google as the first Complete Neighborhood of the Framework Plan and is envisioned as two sequential phases. Delivery of Shorebird would include a shared district parking structure at Lot C of Shoreline Amphitheatre. Google would build the structure in partnership with the City and Live Nation to be used for office, special events, and public use.

1601 N. Shoreline Boulevard is a Google-owned office property within the Pear Neighborhood. Located in the Core Character Area that allows both office and high-density housing, Google is proposing to deliver approximately 200 to 300 new homes which could be delivered concurrently with Shorebird.

The Framework Plan has been developed to include two neighborhood hearts connected by a social spine. Shoreline Commons, located along Shoreline Boulevard at the gateway to the neighborhood is located in the Gateway Area allowing for high-density housing and a regional entertainment center. The complementary nature of the two districts could allow Shoreline Commons to be delivered concurrently with Shorebird, as Phase 1 of the Framework Plan. While the proposed Shoreline Commons plan respects property boundaries, as shown in Figure 2.4, coordination with the adjacent property owner at the center of the Gateway Area is required to realize the comprehensive vision.

Joaquin North would be delivered by Google as the last phase of the Framework Plan, including housing, new open space, the relocation of existing office in the Joaquin neighborhood, and relocation of the Rees property development (existing and Bonus FAR) to the neighborhood.



Figure D.2: Conceptual Framework Plan Phasing Strategy

----- SHOREBIRD PHASE 1 ----- 1601 N. SHORELINE ----- JOAQUIN NORTH
----- SHOREBIRD PHASE 2 ----- SHORELINE COMMONS

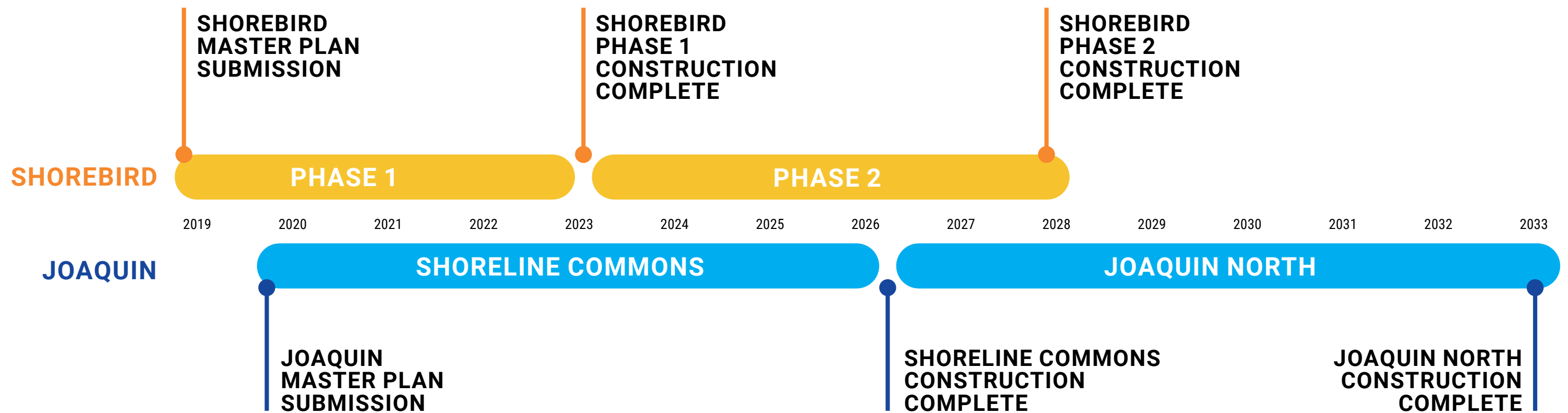


Figure D.3: Framework Plan Preliminary Phasing Timeline

E. PRELIMINARY SHOREBIRD TRIP CAP ASSESSMENT



MEMORANDUM

Date: November 2, 2018

To: Jeral Poskey, Google
Brett Medland, Lendlease
Woody Hanson, SITELAB Urban Studio

From: Allen Wang and Matt Haynes, Fehr & Peers

Subject: Preliminary Shorebird Trip Cap Assessment Memo

Note: This preliminary assessment is performed based on high-level assumptions on trip generation, distribution, internalization effects and roadway capacity estimates. Detailed trip generation and traffic operational analyses are required to verify these assumptions

Executive Summary

This draft memorandum is intended to provide Google with the preliminary evaluation results of the estimated North Bayshore trip cap conditions with the proposed Shorebird development project. The Shorebird project includes 1,174,998 square feet (s.f.) net new office space, 2,591 residential units, 200 hotel rooms, 192,200 s.f. retail space, and 17,631 s.f. of supporting service space, including an eco center, a cinema and a gym. Based on information presented in the *Spring 2018 North Bayshore District Transportation Monitoring Report*, the AM peak hour is the critical time period that exceeds the trip cap, and the PM peak hour still has about 20 percent of its capacity available. Therefore, this study focuses on evaluating the the AM peak hour trip cap compliance.

The following background development projects are assumed to be constructed and occupied prior to the anticipated opening day (early 2023) of Shorebird:

- 1. 1625 Plymouth (Broadreach)
- 2. Intuit Bayshore Campus
- 3. La Avenida Affordable Housing
- 4. Microsoft
- 5. Shashi Hotel
- 6. Sobrato Mixed Use Development
- 7. Charleston East
- 8. Landings

The estimated future gateway demand with the background projects and Shorebird is presented in **Table 1**. Trip estimates for individual projects are presented in the body of this memorandum.

November 2, 2018
Page 2 of 9



Table 1. Future Gateway Demand Estimates	
Project	Estimated AM Peak Hour Trips
Existing Gateway Demand (A)	7,250
Background Projects ¹ (B)	2,290
Shorebird ² (C)	1,510
Estimated Gateway Demand (D = A+B+C)	11,050

- Note:
- 1. Trip generation estimates for 1625 Plymouth, La Avenida Affordable Housing, Shashi Hotel, Sobrato Mixed Use and Charleston East are from City of Mountain View’s Fall 2017 North Bayshore Near-term Growth Assessment Memorandum. Trip generation estimates for other background projects were developed based on adjusted trip rates from the North Bayshore Precise Plan EIR.
 - 2. Preliminary trip generation estimates for Shorebird were developed based on adjusted trip rates for office, residential, retail and hotel land uses from the North Bayshore Precise Plan EIR. Adjustments were made to reflect a 60% residential internal capture rate (i.e. 60% of the units will have one or more residents work within North Bayshore) that was provided by the project team. A lower internal capture rate would result in higher total vehicle trip generation at the gateways.
 - 3. All trip estimates are rounded up to the nearest 10.
- Source: City of Mountain View, Google Transportation Team, and Fehr & Peers, 2018.

The following roadway improvement projects are assumed to be constructed prior to the opening day of Shorebird. The effects of the roadway improvements on gateway capacity are presented in **Table 2**, which were estimated based on high-level lane capacities and were adjusted to account for the effects from downstream intersections. Detailed corridor and intersection operational analysis would be needed to determine the final capacity effects on gateways.

Table 2. Roadway Improvement Projects and Gateway Capacity Changes	
Roadway Improvement Project	AM Peak Hour Capacity Change
Existing Gateway Trip Cap ¹	8,290
Shoreline Off-ramp Realignment and Inigo Way Extension ²	+800
Shoreline Reversible Bus Lane ²	+50
CRAG Intersection Improvement (+ second NBR and third WBL) ³	+600
Charleston Tunnel (4-lanes) with Plymouth Frontage Road ²	+2,000
Estimated Future Gateway Trip Cap	11,740

- Note:
- 1. City of Mountain View Spring 2018 North Bayshore District Transportation Monitoring Report, May 2018.
 - 2. High-level estimates developed based on generalized lane capacity assumptions. Final trip effects should be determined based on more detailed site-specific traffic operational analysis.
 - 3. Landings Traffic Assessment, Arup, October 2018.
- Source: Fehr & Peers, 2018.



New vehicle trips generated by the proposed developments in **Table 1** were distributed and assigned to the gateways based on their relative locations. Detailed distribution patterns are presented in the body of the memorandum. If all the proposed improvement projects are constructed, and if existing traffic volumes do not increase due to other factors (e.g. travel behavior, gateway choice, employee density, etc.), we expect that all three gateways remain under the improved AM peak hour trip cap:

1. Shoreline Boulevard is estimated to be 20 trips below the trip cap;
2. Rengstorff Avenue is estimated to be 220 trips below the trip cap;
3. San Antonio Road is estimated to be 450 trips below the trip cap.

Therefore, this preliminary assessment concluded that the Shorebird project would comply with City of Mountain View's trip cap policy. However, these preliminary conclusions could change based on more detailed operational analysis of the proposed improvements, or if the Shorebird project assumptions change in the future.



Background

A district-wide automobile trip cap has been established in the North Bayshore Precise Plan (adopted by City Council on December 12, 2017) based on the practical vehicle capacity at the North Bayshore gateway locations, including San Antonio Road, Rengstorff Avenue, and Shoreline Boulevard.

The district vehicle trip cap is established as the maximum allowed number of trips (two-way) at the three North Bayshore gateways during the following peak hour periods: 8,290 trips (AM) and 8,030 trips (PM). City of Mountain View performs monitoring of the gateway trips twice a year to determine if any of the gateway exceeds its defined trip cap target. If a gateway reaches its defined trip target for two consecutive monitoring periods, the city will not grant any occupancy permits until the gateway trips are reduced to below the target or if a development application includes capacity improvement projects or transportation demand management (TDM) strategies that would comply with the district wide trip cap policy.

The *Spring 2018 North Bayshore District Transportation Monitoring report* (dated June 2018) shows that the Shoreline Boulevard gateway exceeded the AM peak trip target of 3,110 trips by 110 trips and is no longer in compliance with the trip cap policy.

Shorebird Trip Cap Assessment

The Shorebird project includes 1,174,998 square feet (s.f.) net new office space, 2,591 residential units, 200 hotel rooms, 192,200 s.f. retail space, and 17,631 s.f. of supporting service space, including an eco center, a cinema and a gym.

The following sections discuss whether the Shorebird project would comply with the North Bayshore district wide trip cap policy. As shown in the *Spring 2018 North Bayshore District Transportation Monitoring Report* (dated May 2018), the AM peak hour is the critical time period that exceeds the trip cap, and the PM peak hour still has about 20 percent of its capacity available. Therefore, this study focuses on evaluating the the AM peak hour trip cap compliance.

Assumptions and Methodology

This section presents the assumptions and methodology for the trip cap evaluation, including demand volume estimates from the approved developments and the roadway capacity improvement projects.

Gateway Demand Volume

The *Fall 2017 North Bayshore Near-term Growth Assessment* (Appendix E of the *Spring 2018 North Bayshore District Transportation Monitoring Report*) presented the trip generation estimates for the approved developments in North Bayshore. This trip cap evaluation uses the same vehicle trip generation estimates for those projects. For projects not included in the City's assessment, such as Landings and Shorebird, trip rates from the North Bayshore Precise Plan EIR were used as a basis estimate the resulting



trip generation from the net new office space. The AM peak hour vehicle trip generation rate is 0.21 trips per employee and the PM peak hour vehicle trip generation rate is 0.19 trips per employee. Consistent with the City’s employee density assumption, 250 s.f. per employee (or 4 employees per 1,000 s.f.) is assumed for the the new office development projects.

Table 3 presents the land use summary and AM peak hour trip estimates for the approved and pending development projects in North Bayshore, and the estimated cumulative gateway demand

Table 3. Development Projects and Trip Generation Estimates		
Project	Land Use (Net New Space)	Estimated AM Peak Hour Trips
Existing Gateway Trips (A)		7,250
1625 Plymouth ¹	224,505 s.f. of office	190
Intuit Bayshore Campus ¹	178,600 s.f. of office	160
La Avenida Affordable Housing ¹	93 residential units	20
Microsoft ²	128,000 s.f. of office	390
Shashi Hotel ¹	200 hotel rooms	90
Sobrato Mixed Use ¹	127,697 s.f. of office 785 residential units	340
Charleston East ¹	595,000 s.f. of office	520
Landings ³	515,325 s.f. of office	580
Background Projects (B)		2,290
Shorebird⁴ (C)		1,510
Estimated Gateway Demand (D = A+B+C)		11,050

- Note:
1. Trip generation estimates from City of Mountain View’s Fall 2017 North Bayshore Near-term Growth Assessment Memorandum.
 2. For Microsoft, the City’s estimate for the net new office space is 130 AM peak hour trips. However, since the existing gateway trip count for this assessment was collected in Spring 2018, when the existing Microsoft office was largely vacant, this assessment adjusted the City’s trip estimates for Microsoft.
 3. Google Landings Traffic Assessment Memo, Arup, October 2018.
 4. Preliminary trip generation estimates for Shorebird were developed based on adjusted trip rates for office, residential, retail and hotel land uses from the North Bayshore Precise Plan EIR. Adjustments were made to reflect a 60% residential internal capture rate (i.e. 60% of the units will have one or more residents work within North Bayshore) that was provided by the project team.
 5. All trip estimates are rounded up to the nearest 10.
- Source: City of Mountain View, Google Transportation Team, and Fehr & Peers, 2018.

All developments will have access to the three gateways to North Bayshore. However, utilization of gateways differs based on the location of the project and the designated employee parking locations, if



off-site parking will be provided. Per information provided by the Shorebird team, a total of 1,336 parking spaces will be provided on-site for the residential units and retail uses; a total of 4,274 parking spaces will be provided for the office space, including 3,308 spaces at a district parking structure on the Amphitheatre site and 966 spaces within the Shorebird campus.

To determine the gateway distribution for each development project, a select-zone run¹ was conducted in the Google North Bayshore Visum mesoscopic model to determine the trip distribution across the three existing gateways. The distribution patterns from the Visum model are summarized in **Table 2** below.

Table 4. North Bayshore Gateway Trip Distribution - AM Peak Hour			
Project \ Gateway	Shoreline	Rengstorff	San Antonio
1625 Plymouth	68%	27%	5%
Intuit Bayshore Campus	0%	42%	58%
La Avenida Affordable Housing	97%	1%	2%
Microsoft	97%	1%	2%
Shashi Hotel	67%	30%	3%
Sobrato Mixed Use	98%	1%	1%
Charleston East	36%	62%	2%
Landings	36%	62%	2%
Shorebird	40%	57%	3%

- Note:
1. Trip distribution percentages were derived from select-zone analyses of the Google North Bayshore Visum mesoscopic model. These percentages have not been reviewed or approved by City of Mountain View and could potentially vary if using City’s travel models.
- Source: Fehr & Peers, 2018.

Using the trip generation results in **Table 3** and distribution percentages in **Table 4**, the added trips from the development projects to each of the existing three gateways were estimated and summarized in **Table 5**.

Table 5. Cumulative (2023) Gateway Demand with Shorebird Project - AM Peak Hour				
	Shoreline	Rengstorff	San Antonio	All
2018 Gateway Volume ¹	3,220	2,670	1,360	7,250

¹ A select-zone analysis tracks the vehicle trips to/from a selected analysis zone throughout the model network. It is often used to identify the distribution and assignment of vehicle trips generated by an analysis zone.



Added Trips from Developments ²	1,920	1,700	180	3,800
Cumulative Gateway Demand	5,140	4,370	1,540	11,050

Note:

- City of Mountain View Spring 2018 North Bayshore District Transportation Monitoring Report, May 2018.
- Added trips from developments were calculated based on the trip generation and gateway distribution estimates presented in previous tables.

Source: Fehr & Peers, 2018.

Roadway Improvement Projects

Table 6 presents the roadway improvement projects that were assumed in the trip cap evaluation and the corresponding effects on gateway capacities. The capacity improvements were estimated based on high-level lane capacities and were adjusted to account for the effects from downstream intersections. Detailed corridor and intersection operational analysis would be needed to determine the final capacity effects on gateways. In addition, expected project opening dates for these improvements remain uncertain.

Table 6. Roadway Improvement Projects and Gateway Capacity Changes - AM Peak Hour					
Project	Shoreline	Rengstorff	San Antonio	New Gateway	All
Existing Gateway Capacity ¹	3,110	3,290	1,890	N/A	8,290
Capacity Improvements					
Shoreline Off-ramp Realignment and Inigo Way Extension ²	+800				+800
Shoreline Reversible Bus Lane ²	+50				+50
CRAG Intersection Improvement ³ (+ second NBR and third WBL)		+600			+600
Charleston Tunnel (4-lanes) with Plymouth Frontage Road ²				+2,000	+2,000
Future Gateway Capacity	3,960	3,890	1,890	+2,000	11,740

Note:

- City of Mountain View Spring 2018 North Bayshore District Transportation Monitoring Report, May 2018.
- High-level estimates developed based on generalized lane capacity assumptions. Final trip effects should be determined based on more detailed site-specific traffic operational analysis.
- Google Landings Traffic Assessment, Arup, October 2018.

Source: Fehr & Peers, 2018.



Evaluation Results

The Charleston Tunnel across US 101 along with the Plymouth frontage road would serve as a fourth access point to North Bayshore, which would divert existing and future trips away from the three existing gateways. This assessment assumes that approximately 2,000 vehicle trips per hour would shift away from the existing gateways to the Charleston Tunnel, and the demand shift from each existing gateway is shown in **Table 7**.

Table 7. Demand Volume Shift with Charleston Tunnel - AM Peak Hour					
	Shoreline	Rengstorff	San Antonio	Charleston Tunnel	All
Cumulative Gateway Demand without Charleston Tunnel	5,140	4,370	1,540		11,050
Demand Shift with Charleston Tunnel ¹	-1,200	-700	-100	+2,000	0
Future Gateway Demand	3,940	3,670	1,440	2,000	11,050

Note:

- The proportions of the demand shift was estimated based on the existing peak hour volumes observed at the three gateways and the location of the projected land use developments. More detailed demand modeling and operational analysis would be needed to determine the final effects of the Charleston Tunnel.

Source: Fehr & Peers, 2018.

Table 8 compares the estimated future demand volumes against the expected gateway capacities. The district-wide gateway demand would be 690 trips lower than the estimated capacity during the AM peak hour. The Shoreline gateway would be slightly under the estimated capacity of 3,960 AM peak hour trips; the Rengstorff gateway would be 220 trips under the estimated capacity of 3,890 AM peak hour trips; and the San Antonio gateway should be 450 trips under the estimated demand of 1,890 AM peak hour trips.

Table 8. Cumulative (2023) North Bayshore Gateway Conditions - AM Peak Hour					
	Shoreline	Rengstorff	San Antonio	Charleston Tunnel	All
Future Gateway Demand (A)	3,940	3,670	1,440	2,000	11,050
Future Gateway Capacity (B)	3,960	3,890	1,890	2,000	11,740
Available Capacity (C = B - A)	20	220	450	0	690

Source: Fehr & Peers, 2018.

November 2, 2018
Page 9 of 9



This preliminary assessment concluded that the Shorebird project would comply with City of Mountain View's trip cap policy, as all gateways would be at or under the estimated gateway capacity. However, these preliminary conclusions could change based on more detailed operational analysis of the proposed improvements, or if the Shorebird project assumptions change in the future.

NORTH BAYSHORE FRAMEWORK PLAN AND BONUS FAR REQUALIFICATION REQUEST

MOUNTAIN VIEW, CA

